

LOK SABHA DEBATES

(English Version)

Second Session
(Ninth Lok Sabha)



(Vol. III contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

LOK SABHA

*Tuesday, March 27, 1990/Chaitra 6, 1912
(Saka)*

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

[*Translation*]

SHRI RAM NAIK (Bombay North): Mr. Speaker, Sir, a happy new year to you. Today is Gudi Padwa, the new year's day of Maharashtra. It is called by the same name in some other States also.

MR. SPEAKER: My good wishes to the people of Maharashtra.

SHRI RAM NAIK: On this very day Lord Shrirama had come back to Ayodhya. So I convey my good wishes to you.

11.07 hrs.

OBITUARY REFERENCES

[*English*]

MR. SPEAKER: I have to inform the House of the sad demise of three of our former colleagues, namely, Sarvashri Sa-

tish Chandra, K.B.S. Mani and Kumari Manibehn Vallabhbhai Patel.

Shri Satish Chandra was a member of the Constituent Assembly of India during 1948-50 and of the Provisional Parliament during 1950-52. Later, he was elected to the First, Second and Fifth Lok Sabha representing Bareilly constituency of Uttar Pradesh during 1952-57, 1957-62 and 1971-77.

A businessman by profession, Shri Satish Chandra was a veteran freedom fighter who participated actively in the freedom movement, underwent imprisonment several times and made a significant contribution to the freedom struggle.

An ardent political and social worker, Shri Satish Chandra was associated actively with several youth, Harijan Welfare and trade union organisations. He was also connected with several educational and medical institutions as Member of their governing bodies.

An able parliamentarian, he served as Parliamentary Secretary to Prime Minister Nehru during 1951-52 and later held with distinction various portfolios in the Union Council of Ministers during 1951-52.

A widely travelled person, Shri Satish Chandra served as Chairman of British India Corporation Group of Industries during 1962-65 and the Indian Airlines Corporation during 1963 and 1964. He was leader of several Delegations and represented India in various conferences abroad.

Shri Satish Chandra passed away on 5 January, 1990 at the age of 73

SHRI K.B.S. Mani was a member of the **Seventh Lok Sabha** during 1980-84 representing **Perambalur** constituency of **Tamil Nadu**. Earlier, he had been a member of the **Tamil Nadu Legislative Assembly** during 1957-62 and 1967-71.

An agriculturist by profession, **Shri Mani** was a well known social and political worker. He was imprisoned several times for participating in the **Kisan Movement**. He was associated with several social and political organisations in various capacities.

A dedicated social worker, he devoted his life to the service of the poor and the down-trodden.

Shri Mani passed away at **Madras** on **16 March, 1990** at the age of **68**.

Kumari Manibehn Vallabhbhai Patel was a member of the **First and Second Lok Sabha** during 1952-62 representing **Kaira and Anand** constituencies of **Gujarat**, respectively. Later, she was elected to **Rajya Sabha** and was a member of that House during 1964-70. She was elected to **Fifth Lok Sabha** from **Sabarkanta** constituency in a bye-election in 1973 and remained its member till 1977. She was also a member of the **Sixth Lok Sabha** during 1977-79 representing **Mehsana** constituency of **Gujarat**.

Daughter of an illustrious father, **Sardar Vallabhbhai Patel**, **Kumari Patel** served him as his **Secretary** for as long as 30 years. She had left her studies at a very early age to participate in the freedom movement. She always stood by her father and was arrested several times for participating actively in the **National Movement**.

A prominent social and political worker, **Kumari Patel** was associated with several social and educational institutions and served as member of several **Trusts**. She was member of the **Governing Body of the Central Social Welfare Board** during 1958-60 and 1964 onwards and later of the **Khadi and Village Industries Board**.

An active parliamentarian, **Kumari Patel** took keen interest in the proceedings of the House and made valuable contributions thereto. She also served on the **Committee on Subordinate Legislation**.

Kumari Manibehn Vallabhbhai Patel Passed away at **Ahmedabad**, at the age of **87**.

We deeply mourn the loss of these friends and I am sure the House will join me in conveying our condolences to the bereaved families.

The House may now stand in silence for a short while to express its sorrow.

11.08 hrs.

The Members then stood in silence for a short while

11.09 hrs.

ORAL ANSWERS TO QUESTIONS

[English]

Aircraft with Air India

*206. **PROF. K.V. THOMAS**: Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) the number and type of aircraft with **Air India** as on date;

(b) the capacity utilisation of these aircrafts;

(c) whether there is any proposal to purchase more aircrafts; and

(d) if so, the details in this regard?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a) Air India has following aircraft in its fleet:—

Boeing 747-200 aircraft	10
Boeing 747-300 (Combi) aircraft	2
Airbus A-310-300 aircraft	6
Airbus A-300-B-4 aircraft	3
IL 62M] taken on lease
IL 76F	
B-747F	

(b) Utilisation of these aircraft in terms of Revenue hours per day and per annum is given below:—

<i>Aircraft type</i>	<i>Revenue Hrs. per day</i>	<i>Revenue Hrs. per annum</i>
1	2	3
B-747-200	9.16	3343
B-747-300 (Combi)	10.50	3833
A-310-300	8.58	3132
A-300-B4	7.89	2880

(c) and (d). During the 8th Plan Government has approved the acquisition of two A-310-300 aircraft in 1990-91 at an estimated cost of Rs. 217.81 crores. A proposal for the acquisition of four B-747-400 (Combi) aircraft during the period 1992-94 at an estimated cost of Rs. 1399.60 crores has also been received from Air India.

PROF. K.V. THOMAS: Sir, from the answer given by the hon. Minister it can be seen that Air India has got two types of aircrafts, one is boeing and the other is airbus. There is also the Russian aircraft which is on hire. Sir, looking at these two types of aircrafts, it can be seen that boeing is giving a high Revenue Hours per day as well as per annum. Sir, boeing is giving 9.16

Revenue Hours and 10.50 Revenue Hours per day while airbus is giving 8.58 Revenue Hours and 7.89 Revenue Hours per day. Similar is the case of the Revenue Hours per annum. So, it can be seen that boeing has got a better performance compared to airbus. Sir, Air India has again given a proposal and the Government has approved the proposal for purchasing two airbus A 310-300 for 1990-91. So, on the basis of these facts, whether the Government will re-examine this proposal for purchasing the airbus, which has already been approved by the Government.

SHRI ARIF MOHAMMAD KHAN: The decision to acquire an aircraft is taken on the basis of the requirements of the airline. When

I say requirement, it means long range requirement, medium range requirement and all that. We have destinations where the aircraft has to fly for 8 hours, 10 hours not-stop. Then we have other destinations where the flying time is only four to five hours. The hon. Member has quoted the figures from the answer. Since he comes from Kerala, the other point which I am sure he is going to make is that we are making more money from that sector which is a medium range sector where long range aircrafts are not deployed. There the medium range aircrafts are deployed. So we take into consideration factors like various destinations, flying time which is taken to cover those destinations. Then the Airlines' scheme is to have a mixed of aircraft which can take care of long destinations, medium destinations and short destinations.

PROF. K.V. THOMAS: I am not an expert of selecting the aircraft. But I express my apprehension on the basis of the air crash in Bangalore. My second question is that the Trivandrum Gulf sector is one of the sectors which give huge profits to Air India. This sector has got three major problems. One is airfare which is very high. The PUC as well as IATA has considered this problem and they have suggested that the fare has to be rationalised. The second is, still a very large number of passengers are on the waiting list in the Trivandrum Gulf sector. I suggest whether one more aircraft can be put in this sector. The third is, from Trivandrum we are sending lot of vegetables and perishable items like eggs to the Gulf sector. Recently there was a hike in the freight charges. With the result, we cannot compete with other countries in exporting vegetables to the Gulf sector. Will the hon. Minister be kind enough to bring back the freight charges to the earlier level so that our exporters of vegetables and eggs to the gulf sector can compete with other countries? Will these problems be looked into favourable by the hon. Minister?

SHRI ARIF MOHAMMAD KHAN: It is correct that we have received representations from hon. Members of Parliament, from

the Government of Kerala and from people from Kerala, mostly who are working in Gulf, complaining about the fare being on the higher side. The current fare is Rs. 4454. And this fare is stable for the last 1 1/2 years. The formula on the basis of which fare is used to be hiked has been frozen for the last 1 1/2 years. Still since the hon. Member has made this point again, I agree to constitute a departmental committee to go into this question of rationalising the fare on the Trivandrum Gulf sector.

As regards one more service from Trivandrum to Gulf, we are trying to expand the capacity, and depending on the availability of capacity, this question of providing one more flight from Trivandrum to Gulf can be considered and we will give due consideration to the demand which the hon. Member has made.

With regard to perishable items, the problem is that the mandatory rate was established in 1978. Since 1978, there has been no increase in the mandatory rate. Now, the Air India had asked for an increase from 75 per cent to 100 per cent but we have not agreed to that proposal. We have given an increase of only 30 per cent. Apart from the exporters of perishable items like vegetables and eggs, as the hon. Member has mentioned, there are other exporters too who have been constantly asking for hiking the fare because otherwise they are facing problem due to certain IATA regulations in exporting their commodities. Taking into consideration all these factors, we have not agreed to the proposal which was given by Air India for an increase from 75 per cent to 100 per cent. We have given them an increase of nearly 30 per cent.

SHRI JASWANT SINGH: Mr. Speaker, Sir, my question relates to, firstly, standardisation of equipment and, secondly, financial method for acquisition of equipment. It is self-evident, from the point of view of maintenance, operations and training, that if equipment is standardised, then there is no difficulty so far as ground maintenance operation of the equipment, etc. is concerned,

Therefore, firstly, I would like to know what is the Government doing to standardise the equipment in Air India and, secondly, I hold that for far too long the Indian Airlines has worked on conventional financial method of acquisition of the aircraft. Now that you have broken ground and you have the Toupelov on lease arrangement with the Soviet Union would the Government not consider the widening of this leasing arrangement for Air India and other airlines under the control of the Government, so that the foreign exchange constraint from which the Government suffers for acquiring new aircraft, can be removed?

SHRI ARIF MOHAMMAD KHAN: Sir, the suggestion given by the hon. Member about the standardisation of equipment is welcome. But as I have stated earlier, we take into consideration the fact that Air India have to cover various destinations—long destinations, short destinations. Every aircraft is not suitable to cover all these destinations. So, for covering medium destinations, a different type of aircraft is needed and for covering long destinations, a different type of aircraft is needed. I am sure, hon. Shri Jaswant Singh Ji will appreciate that we should not put all our eggs into one basket.

As regards the lease, we are already working on the basis of that arrangement. We need expansion of capacity. If these are suitable proposals, they will definitely be taken into consideration.

SHRI MURLI DEORA: Sir, with a small fleet of twenty-one aircrafts, compared to the other airlines internationally, Air India has done a splendid job and for the last two or three years, they are making very good profit. We are short of aircrafts and we are short of foreign exchange. We do not have money to buy more aircrafts. In the Eighth Plan, only two aircrafts have been sanctioned—four had been asked by the Air India but only two aircrafts have been sanctioned. My question is that specially in the medium sector like Kerala and Gulf, such as, Trivandrum-Dubai, Trivandrum-Bahrain, etc., why don't you have short-term leasing arrange-

ments which are available in Europe. Also I would like to know what is the Government's experience as far as the cost calculation in acquiring the aircraft and leasing the aircraft is concerned.

SHRI ARIF MOHAMMAD KHAN: Sir, Government have approved the acquisition of two aircrafts which the hon. Member has mentioned, for the year 1990-91. But that does not cover the total period of 8th Plan. Another proposal from Air India is also pending with the Government. Sir, about the leasing options, we have already aircrafts on lease which are already being flown by Air India. The leasing options whenever we receive, are being examined, but generally the aircraft on lease basis in the long run is not cheaper. It is more economical to acquire an aircraft and fly it than to take one on lease and fly it. But still if there is any proposal we find that it is suitable, economical, and profitable, than that will be examined.

SHRI HARI KISHORE SINGH: Sir, regarding part (c) of the main question No. 206 of Prof. K.V. Thomas, I would like to know from the hon. Minister that in regard to purchase of aircraft from Seattle-Tokyo from Paris-New Delhi, a lot of talks had been going on about the kickbacks received by the various political people. And in Japan, in the purchase of lock heed aircrafts one Prime Minister had to go on graft cringes for having received kickback money. And now in India about the purchase of aircraft, Airbus and other things, there has been talk and allegations of graft. I do not know whether it is true or not. Would the hon. Minister consider that the allegation of kickbacks received by the previous Government, I do not want to name any person, will be looked into and a specific answer to that point shall be tabled in this House?

SHRI ARIF MOHAMMAD KHAN: Sir, I have already replied to another question, I think it was last week, and I think that has widely been reported that whatever allegations had been published, Government had taken note of those allegations and the

question of reviewing the whole thing is under consideration.

**Vayudoot Service to Kanchipuram,
Tamil Nadu**

*207. SHRI KANCI PANNEER SELVAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the places linked by Vayudoot services in Tamil Nadu;

(b) whether Government propose to link Kanchipuram, the seat of Sankaracharya, with other airports in the State to patronise culture;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Coimbatore, Madras, Tiruchirappalli and Neyveli are linked by Vayudoot in Tamil Nadu.

(b) to (d). Considering the proximity of Kanchipuram to Madras, there is no proposal under consideration at present to airlink Kanchipuram.

[*Translation*]

*SHRI KANCI PANNEER SELVAM: Mr. Speaker, Sir, the purpose of starting vayudoot service was to airlink those trade and tourist important places which are not already air-linked by Indian Airlines. But, in 14 places where Vayudoot was first started, Indian Airlinked were already in operation. In the next batch of 23 places where Vayudoot services were established, 18 places had already Indian Airlines link.

Sir, the hon. Minister has now stated that in Tamil Nadu Vayudoot services are in Madras, Tiruchirappalli, Coimbatore and Neyveli. Madras, Tiruchirappalli and Coim-

batore are already having Indian Airlines services. Therefore, exclusive Vayudoot service is available only in Neyveli. Sir, Kanchipuram is a place of trade, tourist and cultural importance. It is the seat of Kanchi Sankaracharya. I would like to know from the Minister the constraints that are in operation in putting Kanchipuram on the Vayudoot map.

[*English*]

SHRI ARIF MOHAMMAD KHAN: Sir, I have already mentioned about the proximity of Kanchipuram to Madras.... (*Interruptions*) The distance is only 76 kilometres, whereas according to the guidelines to the Vayudoot, the minimum distance between two airports—and this is when any proposal for the construction of a new airport is taken into consideration, then that distance should be not less than 180 kilometres, whereas the present distance between Kanchipuram and Madras is only 76 kilometres. But for the distance, I agree with the hon. Member that Kanchipuram is a place of national importance and, Sir, presently there is constraint on resources and non-availability of aircraft, that is why when I was reading out the reply I repeated "At present"—I have not ruled it out because I agree with the hon. Member that Kanchipuram is an important place and as soon as resources are available and aircraft is available, we will definitely consider the demand which has been made by the hon. Member.

Sir, regarding the other part of the question of the hon. Member, Vayudoot has identified the following places in Tamil Nadu for airlinking during the Eighth Plan period:—

Tirunelveli, Tuticorin, Erode, Ramanathapuram, Chettinad, Vellore and Salem.

Sir, two airports are presently under construction at Salem which will be completed by the end of 1991 and Tuticorin which will be ready by December 1990 and they will be fit for the Dornier operation.

SHRI KANCI PANNEER SELVAM: Mr. Speaker, Sir, today also they have started a new Vayudoot service from Bombay to New Delhi. When there are several places not connected by air services, why this Government is keen on concentrating flights in one particular route? This will result in imbalance in development. Why this Government which is devoted to deploying 50 per cent of resources to rural areas is unconcerned about this?

Sir, the Minister has stated that in view of the proximity of Kanchipuram to Madras, presently there is no proposal to airlink Kanchipuram. Sir, there is heavy traffic congestion at Madras airport. At least to lighten this burden on Madras airport, will the Minister give an assurance that he will consider establishing Vayudoot service either at Kanchipuram or at Mahabalipuram which is a famous tourist centre?

SHRI ARIF MOHAMMAD KHAN: Sir, I think I have already stated that I agree with the hon. Member that Kanchipuram is a place of national importance and as soon as we are able to find resources and availability of the aircraft is there, this proposal will be taken into consideration.

DR. THAMBI DURAL: The first part of the question is not answered. That is, why the Ministry is giving importance to operate Vayudoot between Bombay and New Delhi when there is a lot of demand for its operation to be taken in other small areas or rural areas of importance?

SHRI ARIF MOHAMMAD KHAN: As the hon. Member is aware, the Airbus fleet has been grounded. Today for carrying passengers between these points which are heavy traffic routes... (*Interruptions*). Yes, AN-320 we have grounded, they have 40 Airbuses, not two or three.

So, Sir, these are heavy traffic routes. We are seeking the assistance of Air India, we have also asked Vayudoot, wherever they can operate. And, Sir, the airlinks provided in Tamil Nadu work out to 5.26 per cent

of the total area operations in the country—a figure which is not on the lower side.

SHRI SAMARENDRA KUNDU: Mr. Speaker, Sir, in a vast country like India the small aircraft should be made more popular and I think it would also be economical to employ as many small aircraft like Vayudoot as possible. In public Sectors and in some private companies, it has become a hobby to have a small aircraft which costs a lot. The wives, children and friends of those big multi-nationals demand that the company must have a private plane for which the cost is enormous. I would, therefore, request the hon. Minister to have a dialogue with the Company Law Affairs Department and the Public Sector or the Private Sector to try to obtain resources from them to advance the purchasing of the small aircrafts for these Public Sectors and Private Sectors and replace them by fleets like Vayudoot. This will enable us to see, within two or three years in the air map of India, that at least 50 new centres are located.

SHRI ARIF MOHAMMAD KHAN: Sir, the suggestion given by the hon. Member is very important. I am happy that the hon. Member appreciates the importance of running the feeder service. I had earlier stated that we have not been able to expand the capacity according to our requirement because of the constraint on resources. So, we will take into consideration the suggestion given by him. We need such support of the hon. Members of this House for attaining a position where we can expand the capacity.

[*Translation*]

SHRI GUMAN MAL LODHA: Mr. Speaker, Sir, I would like to say that Ranakapur and Dilwara temples in Rajasthan are famous throughout the world for their artistic and cultural value and known for its links with the jain philosophy. Thus these are places of historical importance. Every day thousands of people from all over the world visit Rankapur temple and Dilwara temple which are located in Pali district. The tourists experience a lot of difficulties for want of air service

to these places. I, therefore, would like to know from the hon. Minister whether he will extend the Vayudoot service up to Falna which is located in between Ranakapur and Dilwara?

SHRI ARIF MOHAMMAD KHAN: Sir, I will consider the request of the hon. Member for providing air link for the places in Rajasthan keeping in view their historical importance. We will also consider the suggestions made by him. But the present question is related to Tamil Nadu. As such, I am not in a position to give any information about it.

[English]

Compensation to Victims of Island Express Accident in Qullon

+

*208. **SHRI A. CHARLES:**
SHRIMATI GEETA MUKHERJEE:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of persons killed in the accident of the Island Express in the Ashtamudi Lake in 1988;

(b) the number of claims made and the number of cases in which compensation has been awarded; and

(c) the details of the claims rejected/pending for decision and the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) In this accident, 105 persons lost their lives.

(b) 311 claims were preferred and compensation has been awarded in 274 cases.

(c) No claims are pending. Of 37 dismissed cases, 17 were due to claimants not being dependants as per the provisions of Indian Railways Act, 1890 and balance 20

due to insufficient evidence and non-maintainability under the provisions of law.

SHRI A. CHARLES: Sir, I am not going to narrate the hardships being faced by the bereaved families. In the answer, under item (c), it is stated that out of 37 dismissed cases, 17 were due to claimants not being dependants as per the provisions of Indian Railways Act, 1890. I was physically present at the site when the Railway Minister came there and declared that an amount of Rs. One lakh will be given in each case to the dependants. Later on, these cases were rejected as per the provisions of Indian Railways Act, 1890. In the Railway Consultative Committee, I pointed out this and I wrote to the Minister also in this regard. There was a categorical statement that whatever be the provisions of the Act, these claims would be honoured. In the last Consultative Committee meeting, we were informed that the provisions of the Act were amended so as to enable these claims to be honoured. Then, I immediately asked whether the amendment will have a retrospective effect. The Minister stated that whatever be the position, whether it is retrospective or not, either as compensation or in any other name the amount will be given. In the last Session of Parliament, I raised this matter under rule 377 but it is unfair, I did not get any reply.

May I know from the hon. Minister whether he will use his good consciousness and see that compensation is given to all the 17 cases—after all Rs. 17 lakhs only would be involved—irrespective of the fact that whether they are deemed as dependants under the law or not.

SHRI GEORGE FERNANDES: Sir, in regard to 17 claimants who are not deemed as dependants under the provisions of law, there have been settlements in respect of most of these cases, with the concerned persons accepting ex-gratia payments that the Railways have paid. The only difference is, whereas the ex-gratia payment is not Rs. one lakh that was available under the Act... (Interruptions)

It is not the ex-gratia payment that was made on the spot. I am talking of ex-gratia payment that was made as a kind of settlement in respect of those whose claims could not be justified under the law.

SHRI A. CHARLES: Sir, it is nearly going to be 3 years after the accident. But the real cause of the accident is not known to anybody. First it was told, it was human failure. Then, it was said, it was due to alignment of the track. Finally the report said, it was due to unusual tornado. Kerala is not cyclone-prone area and nobody has believed the report because in that part of the country, there is no tornado.

Therefore, may I know from the hon. Minister whether he will institute a fresh enquiry to ascertain the real cause of the accident so that we may be able to avoid such accidents in future?

SHRI GEORGE FERNANDES: This is a much discussed accident and soon after the accident, the Commissioner of Railway Safety of the Southern Division did make a report in which he concluded, there must have been a tornado which caused this accident. That report was not acceptable to a large number of people and the matter came to be debated in this House and it was during the last year's Budget Session, the then Minister of Railways said that he would appoint a committee of experts, scientists, engineers and others. This committee was set up sometime in September last year, it started its work soon after and gave its report on the 28th of February, 1990. Well, this Committee of experts was headed by Air Marshal Naik and its members were very outstanding personalities, namely Dr. A.S. Raja, Prof. of Emeritus, University of Roorkee, Prof. D.R. Sikka, Director, Indian Institute of Tropical Meteorology, Mr. Ravindra, Director, Indian Railway Institute of Civil Engineering, Mr. K.P.L. Wadhwa, Director (Standards) of R.D.S.O. and Mr. S.D. Sharma, Executive Director (Safety) of the Railway Board. This committee made a very thorough study of the situation including on the evidence that was available, the report that

was present by the Commissioner Railway Safety. They came to the conclusion that while the tornado theory could not be upheld, they were not in a position to identify the causes of the accident.

An expert committee had already gone into it. I do not think there could be another expert committee to sit in judgement over the findings of this expert committee which have come to the conclusion that they do not know what caused this accident.

[*Translation*]

SHRI KIRPAL SINGH: Mr. Speaker, Sir, I would like to know from the hon. Minister as to how claims preferred by the dependants of the deceased with regard to gold and currency etc. possessed by the deceased are settled?

SHRI GEORGE FERNANDES: Mr. Speaker, Sir, no such claim was preferred. There were claims of compensation only which was paid to the dependants of the deceased.

SHRI SATYNARAYAN JATIYA: A few days ago, Dehradun Express met with an accident at Ratlam. Such accidents take place at other places also. A number of people die in these accidents. But the procedure being followed to settle accident claims is very complex. Due to this, timely help does not reach the sufferers. Will the Department of Railways streamline the procedure so as to provide immediate help to the sufferers?

SHRI GEORGE FERNANDES: Sir, accident claims tribunal looks into these cases and there should be no difficulty on their part to settle the cases quickly.

[*English*]

PROF. P.J. KURIEN: Accidents are bound to occur because they are accidents. But the country has a right to know the causes of the accident and hon. Minister has said that he has appointed an Expert Committee and that Expert Committee could not

come to a definite conclusion as to the cause of the accident. May be like that, I agree. But the committee must have certainly found out the possible causes of the accident. May be they have not reached definite conclusion, pinpointed on a cause, but there are possible causes of accident. We have a right to know what are the possible causes of accident and, if so, what are the remedial action taken. Therefore, I would like to know whether you would place the report of this Expert Committee on the Table of the House and also inform us now what are the possible causes of this accident

SHRI GEORGE FERNANDES: The report of the Committee has been laid on the Table of the House a day after the opening of the current Session. In so far as the conclusions of this Committee are concerned, this is what it says in the Chapter on 'Conclusions':—

- (i) The Committee does not agree with the conclusion of the Commissioner of Rail Safety that the accident was caused by a tornado hitting the train while it was passing over the bridge;
- (ii) The locomotive was the first to derail of its speeding pair of wheels. There is no point of mount but only a point of drop located at about 132.25 metres away from the north abutment of the bridge on the Ernakulam side.
- (iii) The Committee on the basis of available evidence is unable to determine any precise single cause being responsible for the derailment.

After six months of effort, this Committee of the best possible experts that one could have perhaps identified comes to the conclusion that 'We are unable to say anything.'

PROF. P. J. KURIEN: What are the possible causes?

SHRI GEORGE FERNANDES: It is unable to come to any conclusion.

PROF. P. J. KURIEN: There should be some possible cause.

MR. SPEAKER: That is all right.

Cement Plants

*209. **SHRI BHAKTA CHARAN DAS:** Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have any proposal to set up some cement plants;

(b) whether any proposal in that regard has also been submitted by Government of Orissa; and

(c) if so, the proposals approved for implementation and letters of intent granted so far?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) Government has a policy to encourage creation of additional capacity in cement industry on a selective basis. In order to meet the increase in demand of cement as projected for the Eighth Plan, Government encourages both establishment of new cement plants particularly for deficit areas as well as modernisation and expansion of existing units to bring them to the optimum economic level. With regard to mini cement plants, such plants upto 100/200 TPD capacity based on VSK technology and scattered deposits of limestone are generally encouraged. The existing mini cement plants are permitted expansion of their capacity from 200 TPD to 300 TPD and even upto 600 TPD under certain conditions.

(b) and (c). At present five cement factories in the organised sector with an installed capacity of 12,18,700 TPA are in

production in the State of Orissa. A further capacity of 7,04,000 TPA has been approved for implementation which includes a letter of intent for a capacity of 3 LTPA granted to M/s. Industrial Development Corporation of Orissa Limited for effecting substantial expansion as also a letter of intent for setting up of a Mini Cement Plant for a capacity of 66,000 TPA granted to M/s. Industrial Promotion and Investment Corporation Limited, another undertaking of the State Government of Orissa.

SHRI BHAKTA CHARAN DAS: The hon. Minister has said only on the modernisation and expansion of the existing cement plant. But my question was very specific. My question was about the proposal of cement plants in the country. Therefore, I would like to know specifically from the hon. Minister how many proposals are there to have cement plants State-wise.

SHRI AJIT SINGH: State-wise the list of plants can be given. The hon. Member has basically asked about Orissa. First, whether the Government has any proposal to set up some cement plant.

Under the Industrial policy, cement plants are set up by the private enterprise. Government does not generally set up any cement plants.

PROF. N.G. RANGA: But Government knows about it.

SHRI AJIT SINGH: MRTP Companies are also allowed to set up plants except they are not allowed to set up any mini-cement plants. The first specific question was about the Government setting up the cement plants.

Part (b) is about Orissa. In Orissa, at present there are five approvals given and the modernisation plan going for one of the five plants. If you want I will read the list of those companies. One is, M/s Orissa Cement Ltd. Second is M/s Industrial Development Corporation of Orissa Limited. Earlier IDBI and World Bank were reluctant to give money for the cement plants but now they

have agreed and this project is going on. The Third is Industrial Promotion and Investment Corporation of Orissa Limited. Their Letter of Intent expired in December 1989 and they have not asked for renewal.

The Fourth is M/s Amar Chand Sharma and the fifth is M/s Milton Cement Ltd.

SHRI BHAKTA CHARAN DAS: Sir, my specific question was about the proposal.

MR. SPEAKER: You put the second question.

SHRI BHAKTA CHARAN DAS: Sir, Kalahandi district in Orissa is the most backward and under-developed district in the country. There are lime stone deposits in 300 Sq. Km. area in Khariar region of Kalahandi district. Therefore, specifically I would like to know from the Minister whether there is any proposal to set up a mini-cement plant of 66,000 TRA by the Industrial Promotion and Investment Corporation of Orissa in Kalahandi district.

SHRI AJIT SINGH: As I said, the Letter of Intent of Industrial Promotion and Investment Corporation of Orissa Ltd. expired in December and they have not asked for renewal.

SHRIBHAJAMAN BEHERA: Sir, I would like to know whether there is any assessment as regards the requirement of cement in Orissa State. If so, whether the existing cement factories located in the State are sufficient to meet the demand of the State; if not, how the Government of India is planning to meet the needs of the State?

SHRI AJIT SINGH: Sir, according to the estimates made by the Seventh Plan working Group of Cement Industry, the demand for cement in the State of Orissa is as follows: In 1984-85 it was 10 lakh tonnes and in 1989-90 it is 13 lakh tonnes. The production of cement from the cement plants located in the State of Orissa during the year 1986, 1987, 1988 and 1989 was 8.9 lakh tonnes, 8.5 lakh tonnes, 10.9 lakh tonnes and 11.32

lakh tonnes respectively. As for future production, the capacity of cement plants installed in Orissa is more than 12 lakh tonnes per annum, and a further capacity of 7 lakh tonnes has been approved for implementation.

SHRIC.K.KUPPUSWAMY: Sir, I would like to know whether the Government has taken steps to control the pollution problem in all the cement factories, particularly in Madukkarai in Coimbatore district in Tamil Nadu because the farmers have complained about the pollution problem many times.

SHRI AJIT SINGH: Sir, the question is about the supply of cement to Tamil Nadu. Cement is mostly produced in Andhra Pradesh, Madhya Pradesh and a few other States like Rajasthan

AN HON. MEMBER: It is regarding the pollution problem.

SHRI AJIT SINGH: The question of pollution does not directly come under our Ministry. It should come under the Environment Ministry but we are taking steps to reduce pollution due to these cement plants.

Dumpers and Shovels in Coal India Limited

*210. **SHRI SAMARENDRA KUNDU:** Will the Minister of ENERGY be pleased to state:

(a) whether a large number of dumpers and shovels are lying idle in the Coal India Limited;

(b) if so, the number of such idle dumpers and shovels and the reasons therefor; and

(c) the steps being taken for their proper utilisation?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) and (b). Out of a total of 700 shovels and 3278 dumpers in CIL, 57 shovels and 572 dumpers are under major break-down/overhaul which is about 8% and 17% respectively of all shovels and dumpers.

Due to constant use, resulting in wear and tear, some equipment always go out of circuit for major overhaul/maintenance.

(c) Rehabilitation of equipment in order to put them back in action is a continuous process and action in this regard is regularly taken by the coal companies. Some of the steps being taken by the coal company to ensure better equipment availability and utilisation include:—

- (i) Updating the existing workshop with modern tools and tackles and construction of new workshops wherever needed.
- (ii) Opening of spare parts depots by the manufacturers at suitable sites in the coal companies
- (iii) Opening of Service Centres by the manufacturers for servicing their equipment deployed in coal companies.
- (iv) Entering into long term agreements with the manufacturers for reconstruction of the sub-assemblies for reduction of the down-time of the equipment.
- (v) Crash programme for rehabilitating the sick equipment departmentally and with manufacturers' help.

SHRI SAMARENDRA KUNDU: Sir, the Minister is very intelligent, and the reply has also been written in a very intelligent manner. The question was about the number of dumpers and shovels lying idle in Coal India Limited. The Minister says: "57 shovels and 572 dumpers are under major break-down/overhaul which is about 8% and 17% re-

spectively." I strongly dispute this figure. My information is, out of the total 4000 stock of the shovels and dumpers, 50% are lying idle. You will be horrified to know that these dumpers cost between Rs. 70 lakh to Rs. 1 crore each. If 2000 dumpers remain idle, it means, practically, Rs. 1600 crores are remaining idle. I have been informed that in the purchase also, there have been kick-backs. Therefore, I would like to request the Minister to go deep into the matter and examine it and to find out, if these are the major figures, then what are those breakdowns. He should also enquire into the whole gamut of it.

SHRI ARIF MOHAMMAD KHAN: Since the hon. Member wanted to know about the number of dumpers and shovels that are lying idle, this is the information which has been furnished by the Coal India Limited. I have made it available. But since the hon. Member is disputing the figure, I consider that this is a very serious matter. I have furnished this information as made available by them. But the hon. Member is giving a different information. Definitely, Sir, there is no need even for his asking me to go into the matter. This is a matter which deserves full probe. I would like to assure the hon. Member through you that if these figures are not found correct and whosoever is found responsible for furnishing wrong information, whatever action is necessary will be taken.

SHRI SAMARENDRA KUNDU: This trend of dumpers lying idle started about five to six years back. Now the colliery in which I am the President of the Trade Union, the Talchar Unit, you will be surprised to know that there is a machine called dumper and shovel which replaces 10,000 people per day and definitely more than that. I would like to request the hon. Minister to probe also into the matter of heavy mechanisation that is going on in one of our biggest public sector units. I would like to know whether he can ask the engineers to have those machines which will not displace more than 500 or 1000 persons from employment.

SHRI ARIF MOHAMMAD KHAN: Sir,

this is a very important thing to ensure that those who are working are not displaced. At the same time, the economic factors are also taken into consideration—the total cost of the coal production, how economical it is. The suggestion which the hon. Member has given, I have taken note of the suggestion and we will see what can be done.

SHRI A.K. ROY: Mr. Speaker, Sir, the paradox of this coal economy is that with the introduction of the machines, both the loss and the price of the coal is increasing. I would like to know whether the Minister's attention has been drawn to a statement of the Chairman, Coal India Limited, made some time back, that more than 1000 worth of machine has become junk. I would like to know whether the Minister has enquired into the capacity utilisation of these machines which he has purchased.

SHRI ARIF MOHAMMAD KHAN: Since this question was specifically about the number of dumpers and shovels that are lying idle, I have given answer to those questions.

According to the information given by the Ministry, the point which I wanted to make was that these are long term plans. About what machinery is to be deployed, a decision is taken on the basis of the targets that the Coal India sets for itself to achieve.

I am not aware of the statement of the Chairman of Coal India to which the hon. Member has referred. Our effort will be—and this is the constant endeavour—that the targets which are set are achieved and there is enough coal production in the country.

SHRI K.S. RAO: This is a classic example as to why the public sector is failing in this country. As my hon. colleague earlier asked, the cost of the machinery, as I know, will be exceeding Rs. 1300 crores. If the hon. Minister were to go into the detail, it is not the long-term or the short-term planning that is affecting this. Many of the machines must not have worked more than four hundred or five hundred hours. The nexus is such in

these organisations that they will be made sick in less than four hundred or five hundred hours of working and they will be either utilised indirectly by some private individuals or thrown as junk. Whether it is the property of the public sector or the private sector, it is a national asset and so it has to be put to use continuously. Keeping this machinery idle on account of a major breakdown or overhaul, is a great loss to the nation.

Already promised by the Minister I would like to know from him whether he will take care of all such public sector undertakings under him as such large machinery is being purchased and made as junk in no time and see that this is not continued in future and a decision is taken immediately to dispose it of in the open auction instead of keeping it idle for years together.

SHRI ARIF MOHAMMAD KHAN: The reply that I had given was in relation to the point made by the hon. Member disputing the figures which have been given in the answer. As far as the figures which are given in the answer are concerned, I would like to mention that they are percentage achievement of availability. This is in the context of the figures which are given in the answer. The availability against the norms upto the third quarter of 1989-90 in Coal India Ltd. is as follows:

Dragline	—	91%
Shovel	—	81%
Dumper	—	82%
Dozer	—	75%

That is not very much on the higher side. Still, as I said earlier, it is a continuous process. We are making efforts to see that these are put back into service as soon as possible.

SHRI ANIL SHASTRI: I would like to know from the Minister whether these shovels which have been purchased are very expensive and whether they are manufac-

tured in India. I would also like to know from the Minister where from these shovels are purchased.

SHRI ARIF MOHAMMAD KHAN: Most of the manufacturers are indigenous manufacturers. Some of them are HML, GMMCO BEML, KCL, L&T, Premnath Diesels. Most of these are indigenous sources.

WRITTEN ANSWERS TO QUESTIONS

[English]

Thermal Power Plant in Karnataka

*211. SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR: Will the Minister of ENERGY be pleased to state:

(a) whether Government have any proposal to set up any thermal power plant in the coastal area of Karnataka during the Eighth Plan period; and

(b) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) The National Thermal Power Corporation have taken up the implementation of the Mangalore Super Thermal Power Project Stage-I (2 x 210 MW) in the Dakshina Kannada district of Karnataka.

Supply of Coal to Raichur Thermal Power Station

*212. SHRI R. GUNDU RAO: Will THE MINISTER OF RAILWAYS be pleased to state:

(a) whether coal was supplied to Raichur Thermal Power Station from Singareni

Collieries through a shorter route till 1988;

(b) if so, the reasons for sifting the movement of coal through a longer route;

(c) whether Karnataka Government have requested to supply coal through shorter route; and

(d) if so, the action taken by Union Government thereon?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) to (d). Due to increase in demand of coal for the Raichur Thermal Power Station, additional coal linkage has been provided from Bhadrachalam branch line portion of Singareni coal fields. The shortest route via Kazipet-Secunderabad-Wadi being saturated, this coal has to be moved via Vijayawada-Gudur-Renigunta rationalised longer route and the freight charges are levied accordingly. Even prior to 1988, some coal was moving via the longer route due to capacity constraints. The reasons for moving this coal via longer route have been explained to the Government of Karnataka.

[Translation]

Rest Houses for Coach Attendants at major Railway Stations

*213. SHRI RAMLAL RAHI: Will THE MINISTER OF RAILWAYS be pleased to state:

(a) the major and important railway stations where various zonal railways have constructed waiting rooms and rest houses for coach attendants;

(b) whether Government propose to provide this facility at other important stations where it has not yet been provided; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). A statement is given below.

(c) Does not arise.

STATEMENT

(a) (i) *Stations having separate resting facilities for coach attendants*

Ahmedabad, Ratlam, Kota, Ajmer, Palanpur, Udaipur, Gandhidham, Gudur, Tirupati, Vijayawada, Narsapur, Kakinada Port, Vishakapatnam, Raichur, Cuddapah, Dharmavaram and Hospet.

(ii) *Stations where coach attendants share resting facilities with other train staff*

Bombay VT, Pune, Bhusawal, Manmad, Bhopal, Itarsi, Bina, Jhansi, Agra Cantt., Manikpur, Katni, Wadi, Sholapur, Daund, Nagpur, Balharshah, Delhi, New Delhi, Hazrat Nizamuddin, Meerut Cantt., Saharanpur, Kalka, Shimla, Ferozpur, Jammu Tawi, Amritsar, Ludhiana, Pathankot, Nazibabad, Dehradun, Lucknow, Varanasi, Allahabad, Kanpur, Chopan, Tundla, Bikaner, Mughalsarai, Ratangarh, Jodhpur, Delhi Sarai Rohilla, Hanumangarh, Jaisalmer, Barmar, Lucknow Jn., Gorakhpur, Sonpur, Barauni, Jayanagar, Forbesganj, Katihar, Allahabad City, Kasganj, Kathgodam, Achnera, Dibrugarh, Tinsukia, Mariani, Ledo, Simalguri, Furkating, Siliguri, Murkong Solek, Lumding, Lower Hailong, Dharamnagar,

Katihar, New Jalpaiguri, Silchar, Guwahati, New Bongaigaon, Rangia, North Lakhimpur, Malda Town, Dimapur, Madras Central, Katpadi, Arsikere, Nagoor, Mangalore, Coimbatore, Tuticorin, Madras Egmore, Hubli, Shimoga, Bangalore, Shoranur, Erode, Quilon, Harihar Madras Park, Rameswaram, Tiruchchirappalli Jn., Palghat, Tirunelveli, Ernakulam, Miraj, Guntakal, Purna, Vasco-de-Gama, Howrah, Khargpur, Tatanagar, Chakradharpur, Rourkela, Jharsuguda, Jamalpur, Bilaspur, Raipur, Durg, Nagpur, Hatia, Bokaro, Adra, Bhadrak, Bhubaneswar, Khurda Road, Puri, Palasa, Titlagarh, Surat, Sawai Madhopur, Agra Fort, Jaipur, Bandikui, Achnera, Phulera, Viramgam, Rajkot, Porbandar, Surendranagar, Veraval, Okha, Himatnagar, Malda, Howrah, Asansol, Patna, Chopan, Gomoh, Jamalpur and Bhagalpur.

- (b) Provision of additional resting facilities for the train staff including coach attendant is proposed at New Delhi, Balharshah, New Jalpaiguri, Guwahati, New Bongaigaon, Siliguri Jn., Rangia, North Lakhimpur and Murkong Selek stations.

[English]

Provision of First Class Coaches to Passenger Trains Running between Hyderabad and Parli

*214. SHRI M. BAGA REDDY: Will THE MINISTER OF RAILWAYS be pleased to state:

(a) whether first class coaches have been provided in the passenger trains running between Hyderabad and Parli on broad gauge railway line in Andhra Pradesh; and

(b) if not, the reasons therefor and whether there is any proposal to provide first class coaches in these trains?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Catered by two pair of passenger trains, the meagre passenger traffic on this section does not justify provision of First Class coaches.

[Translation]

Airport at Chitrakoot in U.P.

*216. SHRI RAM SAJIWAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to construct an airport at Chitrakoot in Banda district of Uttar Pradesh:

(b) whether the location for the airport/ airstrip has been identified and land acquired for it;

(c) if so, the details thereof; and

(d) when the construction work is likely to be started?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) No, Sir.

(b) to (d). Do not arise.

Loan to U.P. State Electricity Board

*217. SHRI HARISH RAWAT: Will the Minister of ENERGY be pleased to state:

(a) whether the U.P. State Electricity Board has requested for grant of loan to finance certain projects in the State;

(b) if so, the details thereof; and

(c) the action taken by Government thereon?

THE MINISTER OF ENERGY AND
MINISTER OF CIVIL AVIATION (SHRI ARIF
MOHAMMAD KHAN): (a) to (c).

Rural Electrification Corporation (REC)

Against requests received from U.P.

State Electricity Board from time to time, REC has upto 28.2.1990 sanctioned 2128 schemes in the State envisaging a loan assistance of Rs. 879.31 crores, out of which Rs. 566.00 crores have been disbursed. The schemes sanctioned so far envisage electrification of 63057 villages and energisation of 361269 pumpsets.

Power Finance Corporation (PFC)

The PFC has sanctioned loan assistance amounting to Rs. 365.47 crores for 33 projects of the UPSEB upto 28.2.1990. Details are as under:—

<i>Sl. No.</i>	<i>Scheme</i>	<i>No. of schemes</i>	<i>Amount sanctioned (Rs. Crores)</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
1.	Renovation and Modernisation	3	36.08
2.	Shunt Capacitor	3	31.14
3.	Transmission and Distribution	19	189.95
4.	Urban Distribution	2	24.80
5.	Thermal Projects	6	83.50
		33	365.47

In addition, PFC has sanctioned a loan amount of Rs. 16.54 crores on 23.3.1990 for strengthening and improvement of Urban Distribution network in Kanpur city.

Externally assisted projects in U.P.

The following power projects are being set up with external assistance in Uttar Pradesh:—

<i>Name of the Project</i>	<i>Capacity (MW)</i>	<i>Funding Agency</i>	<i>Executing Agency</i>	<i>Estimated Cost (Rs. crore)</i>	<i>Amount of Assistance (Approx. Rs.)</i>
1	2	3	4	5	6
Anpara B'	2x500=1000	OECD +Exim Bank of Japan	UPSEB	2452.90	1509.37 Cr.
Dadri (NCTPP)	4x210=840	W.B.	NTPO	1317.00	825.47 Cr.
Unchahar Extn.	2x210=420	A.D.B.	UPRVUN	517.83	272.32 Cr.
Auriya CCGT	4x112=652 2x102=652	W B	NTPC	571.09	325.47 Cr (including Anta & Kawas)
Dadri T (CC)	4x131.3 2x146=817	FRG	NTPC	783.44	425.85 Cr.
Srinagar St. I	6x55=330	W B.	UPSEB	372.32	595.70 Cr.
Tehri Hydro Power Complex	2400	USSR	THDC	2439.40	2987.53 Cr.

Name of the Project	Capacity (MW)	Funding Agency	Executing Agency	Estimated Cost (Rs. crore)	Amount of Assistance (Approx. Rs.)
1	2	3	4	5	6
Rihand Trans.	2596 Ckt. Km.	W.B.	NTPC	1063.00	425.50 Cr.
Total	6459 MW				

In addition, the Overseas Development Administration (ODA) U.K. has recently approved bilateral aid of £ 10.6 million (=Rs. 29.32 crores @ £ 1=Rs. 27.66) to finance the Kanpur Distribution Upgradation Project.

Note: Loan amount if exceeding the estimated cost of Gen. Project, the same is due the inclusion of additional works in the scope of agreement.

*[English]***Standards for Indian Airlines Operations**

*218. SHRI PYARELAL KHANDELWAL:
DR. A.K. PATEL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Director General of Civil Aviation has been applying strict standards in Indian Airlines operations; and

(b) if not, the matter in which a departure from the prescribed norms and standards is permitted and the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) Does not arise.

*[Translation]***Illegal supply of Coal to a private Industrial Unit**

*219. SHRI KALPNATH SONKAR:
SHRI K. MANVENDRA SINGH:

Will the Minister of ENERGY be pleased to state:

(a) whether the National Colliery Workers Union have urged upon Government to investigate into a private industrial unit getting their coal supply illegally;

(b) if so, the investigation made and the outcome thereof; and

(c) the action taken against the persons found guilty?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) Investigation carried out revealed that a private industrial unit transferred some coal from their stocks to their associate company on returnable loan basis as reported by them. No violation of Colliery Control Order has been made out.

(c) Does not arise.

*[English]***Compressed Natural Gas Supply to Metropolitan Cities**

*220. SHRI L.K. ADVANI:
SHRI SHANKERSINH VAGHELA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government propose to provide compressed natural gas supply to Delhi, Bombay and other metropolitan cities to ensure comfortable situation of LPG supply; and

(b) if so, the details thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). Compressed Natural Gas (CNG) filled in cylinders can be used in motor vehicles as an automotive fuel in replacement of petrol/diesel. Pilot studies in this regard are being carried out. The use of CNG on a commercial scale can be considered only after its techno-economic feasibility has been fully established.

Natural Gas can also be supplied through pipelines to households for use as a domestic fuel in replacement of LPG/Kerosene. Gas Authority of India Ltd. have pro-

posed such a project in Bombay City for supply of natural gas to domestic, commercial and industrial consumers in that city. This proposal is under the consideration of Government. The feasibility of supplying natural gas in Delhi is also being studied.

Violation of Licensed Capacity

*221. SHRI RAM SAGAR (Saidpur): Will the Minister of INDUSTRY be pleased to state:

(a) whether any large scale industrial units are producing items reserved for small scale sector;

(b) if so, whether there are instances where the large industries have produced such items in excess of their licensed capacity;

(c) if so, the details thereof and the reasons therefor; and

(d) the action taken by Government against such large industrial units?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c). Provision for reservation of specified articles for exclusive production by ancillary or small scale industrial undertakings is made under Section 5 of Industries (Development and Regulation) Amendment Act, 1984. Provision has also been made in this Section for the requirement of obtaining Carry-on-Business (COB) licence by existing industrial undertakings manufacturing reserved items. The capacity in the COB licence is pegged at the best production level achieved by such undertakings in three years preceding the date of reservation of the item. When small scale industrial undertakings graduate into medium/large scale undertakings, such undertakings also have to obtain a COB licence to enable them to continue manufacture of reserved items. In such cases also, their capacity is pegged with respect to the date

on which it became incumbent on the undertaking to apply for and obtain a COB licence.

In case large industrial undertakings wish to take up manufacture of items reserved for small scale sector, their applications can also be considered if they undertake an export obligation of a minimum of 75% of new or additional production to be achieved within a maximum of three years.

(d) Violation of the provisions under reservation policy is punishable under Section 24 of Industries (Development and Regulation) Act, 1951, vide Section 4 of the Amending Act of 1984.

While industrial licences including COB licences are issued by Secretariat for Industrial Approvals (SIA), production returns are submitted by units to concerned Administrative Ministries/Departments, DGTD and other technical authorities and as such these are not centrally monitored. However, specific instances of large scale units producing items reserved for small scale sector in excess of their licensed capacity brought to the notice of the Government are looked into and appropriate action is taken by Administrative Ministries/Departments concerned.

To look into the complaints of violation of reservation policy relating to encroachment, Government have constituted a Committee to check entry/expansion of large/medium scale units into areas reserved for small scale sector under the Chairmanship of Development Commissioner (Small Scale Industries).

Alleged Corrupt Practices by Officials of IDPL

*222. SHRI ANIL BASU:
SHRI AMAL DATTA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have received any document indicating involvement of some officials of the Indian Drugs and Pharmaceuticals Ltd. in alleged corrupt practices in the sale of drugs and medicines to Karnataka State Employees State Insurance Corporation;

(b) if so, the details thereof; and

(c) the action taken thereon?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (c). Government has received a copy of the report of the Enquiry Committee instituted by the Government of Karnataka which enquired into allegations of irregularities in the matter of purchase of drugs and medicines by the Karnataka State Employees State Insurance Corporation and it has nothing to do directly with IDPL. The case is also under investigation by the CBI.

Incentives to Khadi and Village Industries

*223. SHRI M. ARUNACHALAM: Will the Minister of INDUSTRY be pleased to state:

(a) whether Khadi and Village Industries Commission have exported any products in 1988-89;

(b) if so, the names of those products, their quantum and value of exports during 1988-89;

(c) whether Government propose to give any further incentives to the export-oriented Khadi and village industries to boost the exports; and

(d) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Khadi and Village Industries Commission have exported khadi and village industries products through its registered exporters and directly aided institutions during 1988-89.

(b) During 1988-89 the export of KVI products was Rs. 505.07 lakhs (Khadi Rs. 138.55 lakhs) and Village Industries (Rs. 366.52 lakhs). The details of the products, their quantum and value of exports are as follows:

<i>Description</i>	<i>Value (Rs. in lakhs)</i>	<i>Quantity</i>
Khadi		
Cotton fabrics made ups, readymade garments, silk and woollen fabrics and scarves.	138.55	Not readily available as exports are done through different registered exporters all over the country.
Village Industries		
Handmade paper, Papad, palmyrah fibre and stalks palm leaf products, fibre articles and other V.I. products.	366.52	—do—
Total	505.07	

(c) and (d). For export of khadi, a cash incentive of 15% for cotton and silk fabrics and other incentives as are admissible to Handloom Sector, are available.

Amendment to Electricity Acts

*224. SHRI ARVIND NETAM: Will the Minister of ENERGY be pleased to state:

(a) whether Government propose to bring forward legislation to amend the Indian Electricity Act, 1910 and the Electricity (Supply) Act, 1948 to stop massive theft of electricity;

(b) if so, the broad features of the proposals; and

(c) the time by which legislation is to be introduced in Parliament?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The Indian Electricity Act, 1910 has already been amended vide the Indian Electricity (Amendment) Act, 1986 to make theft of energy a cognizable offence.

(b) and (c). In view of (a) above the question does not arise

Use of Foreign Brand Names

*225. SHRI PRAKASH V. PATIL:
SHRI K. PRADHANI:

Will the Minister of INDUSTRY be pleased to state:

(a) whether while granting permission for foreign collaboration, a condition is imposed that no foreign brand name will be allowed for use in the domestic market;

(b) if so, the objective thereof;

(c) whether there is no restriction on the use of hybrid names; and

(d) if so, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Yes, Sir.

(b) While granting foreign collaboration approvals, a standard condition is stipulated that foreign brand names will not be allowed for use on the products for internal sales, although there is no objection to their use on products to be exported. This condition is stipulated with a view to ensure that the use of foreign brand names does not adversely affect the indigenous industry and for purposes of developing Indian brand names.

(c) and (d). Under the Trade and Merchandise Marks Act, 1958, there is no separate definition of foreign, Indian or 'hybrid' trade mark. There is no restriction on use of any trade mark without registration under the aforesaid Act.

Market for Coir and Coir Products in Kerala

2157. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether any representation has been received from Kerala Government for better prices and for exploring better markets for coir and coir products;

(b) if so, the details of suggestions received and decision taken by Union Government thereon;

(c) whether the Coir Corporation in Kerala has been running in losses for the last two years; and

(d) if so, the details thereof and the main reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) No, Sir.

(b) Does not arise.

(c) and (d). As per provisional accounts, the Kerala State Coir Corporation incurred a loss of Rs. 21.02 lakhs during 1987-88 and Rs. 16.05 lakhs during 1988-89. The reasons for the losses are attributed to increase in expenditure on account of higher financial and administrative changes and storage costs on stock holdings.

Small Scale Industry

2158. SHRI BHAGEY GOBARDHAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is any capital limit in a small scale industry;

(b) if so, the details in this regard;

(c) the total number of small scale units in the country; and

(d) the details of benefits and facilities given to these industries by Union Government?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Yes, Sir.

(b) A small scale industrial undertaking shall mean an industrial undertaking in which the investment in fixed assets in plant and machinery, whether held on ownership terms or by lease or by hire purchase, does not exceed Rs. 35 lakhs.

Provided that no small scale industrial undertaking referred to above shall be subsidiary of, or owned or controlled by, any other industrial undertaking.

(c) As on 31st December, 1988 there

were 11,71,153 SSI Units falling under the purview of Small Industries Development Organisation which were registered with the State/UT Directorates of Industries.

(d) The benefits and facilities provided by the Union Government to small scale industry include:—

- (i) Technical assistance and guidance at pre/post production stage.
- (ii) Common work-shop facilities.
- (iii) Entrepreneurial training and development.
- (iv) Testing/quality control facilities at concessional rates through a net-work of Regional Testing Centres and Field Testing Stations.
- (v) Machinery and equipment on hire purchase.
- (vi) Marketing assistance.
- (vii) Reservation of items for exclusive production in small scale sector.
- (viii) Reservation of items for purchase from small scale sector under the Central Government's Stores Purchase Programme.
- (ix) Institutional finance on liberal terms.
- (x) Concessional excise duty, equity assistance through National Equity Fund.
- (xi) Composite loans under Single Window Scheme of IDBI.

(xii) Price preference upto 15% in Government purchases.

(xiii) Exemption from payment of earnest money and supply of free tenders to small scale units registered with NSIC under the single point registration programme for participation in purchases made by Central Government agencies.

[Translation]

Banking Transactions of Public Sector Undertakings

2159. SHRI HARSH VARDHAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether a number of public sector undertakings deposit their money in the branches of foreign banks in India and make their banking transactions with them only,

(b) if so, the reasons therefor;

(c) the particulars of such public sector undertakings along with the particulars of foreign banks where they have opened accounts;

(d) whether Government propose to issue directives to the public sector undertakings to have their transactions only with nationalised banks or private Indian banks; and

(e) if not, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c). Information is being collected and will be laid on the Table of the House.

(d) Directive already exists about the Central Public Sector Enterprises to have

their transactions only with the nationalised banks.

(e) Does not arise.

[English]

Service Conditions of Women Employees in Air India

2160. SHRI NIRMAL KANTI CHATTERJEE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of women employees in Air India and their percentage to the total employees of Air India (permanent and casual);

(b) whether the Air India authorities have received any representation from female employees regarding their inability to perform night shifts duties due to family or health reasons; and

(c) if so, the decision taken thereon?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The total number of permanent women employees in Air India is 2608 and compared to number of permanent male employees, the percentage of women employees in Air India works out to 19.07%. No women employee are employed on casual basis.

(b) Yes, Sir. Some female traffic staff working in reservation section of the booking office in Bombay have made a representation requesting permanent exemption from working in night shifts.

(c) Staff employed in certain sections of the commercial department, like reservation section, are required to work round the clock. In case, some female staff working in the reservation section are not rostered on rota-

tional night shifts, it will amount to discrimination against other female staff and also create administrative problems.

[Translation]

**Generation of Power from Sea-Waves
in Gujarat**

2161. SHRI GANGA CHARAN LODHI: Will the Minister of ENERGY be pleased to state:

(a) whether any survey is being conducted in Kutch area of Gujarat for setting up a power house to generate power from sea waves;

(b) if so, the time by which the survey is likely to be completed;

(c) the quantity of power likely to be generated therefrom; and

(d) the names of States to which this power will be distributed?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Investigations and studies are being conducted in the Kutch area of Gujarat to assess the feasibility of setting up a power plant based on tidal energy.

(b) It is difficult to give a definite time schedule for the completion of the remaining investigations as it will depend on several factors including the availability of a drilling ship.

(c) The proposed tidal power project in Gulf on Kutch envisages an installation of 900 MW with expected generation of about 1690 million units of electricity annually.

(d) It is proposed to implement the project in the Central Sector. However, at

this stage, no formal decision in regard to the States which will get power from this project has been taken.

[English]

Appointment of RRBs Chairmen

2162. SHRI R.N. RAKESH: Will THE MINISTER OF RAILWAYS be pleased to state:

(a) the criteria for appointment as Chairmen of Railway Recruitment Boards;

(b) whether retired Railway Officers are also functioning as Chairmen;

(c) if so, the details thereof; and

(d) the reasons for appointing outsiders and retired Railway Officers as Chairmen of RRBs instead of serving Railway Officers?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) In accordance with the provisions of Recruitment Rules, the field of choice consists of:—

(i) Serving Officers of the Central (including Railways)/State Governments.

(ii) Retired Officers of Central (including Railways)/State Governments.

(iii) Ex-Member of Parliament.

(iv) Men of repute, e.g. educationists, eminent lawyers etc.

(v) Candidates should be between the age of 45 years and 62 years. A panel of at least three persons for each post of Chairman, Railway Recruitment Board, with details of educa-

tional qualifications and experience who are considered by the Ministry of Railways as suitable for appointment to the post is forwarded to the Union Public Service Commission, who then select and recommend a candidate from that panel.

(b) Yes, Sir

(c) At present four retired Railway Officers who have been selected by UPSC are working as Chairmen, Railway Recruitment Boards at Ahmedabad, Bangalore, Chandigarh and Bombay

(d) In accordance with the provisions of Recruitment Rules, both serving and retired Railway officers/Outsiders are eligible for appointment as Chairman, Railway Recruitment Board, subject to age requirement between 45-62 years. The appointment as Chairman, Railway Recruitment Board is however, made on the recommendations of UPSC who selects a name from the panel of names submitted to the Commission, with the approval of the Minister for Railways

Contract for Bombay High Gas Lift Project

2163. SHRI JANARDHANA POOJARY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether the contract for the Bombay High gas lift project has been finalised;

(b) if so, the details thereof;

(c) if not, the reasons for the delay; and

(d) the loss likely to be suffered as a result thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (d). Yes, Sir. The

contract has been awarded to M/s. Saipem-Snamprogetti, Italy by ONGC at a cost of Rs. 127.22 crores. The delay in the implementation of the project is likely result in loss of production of about 8.8 MMT of oil in 1990-91 in the Bombay High Field.

Workers participation in Management of Air India

2164. SHRI SAIFUDDIN CHOUDHURY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has a scheme for workers participation in management;

(b) if so, whether the scheme is based on elections through secret ballot by the workers;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir. In accordance with the Air Corporations Act, 1953, Air India has organised Labour Relations Committee (LRC). In February, 1988, Air India also started schemes of Corporate Joint Management Councils and Department Joint Management Councils. Meetings of the Corporate Joint Management Council were held in 1988.

(b) Representatives to LRC are chosen by secret ballot. However, nominations are made to the Joint Management Councils by the concerned unions and associations/guilds.

(c) and (d). The scheme of Joint Management Councils is the product of joint collaborative effort and commitment of the Unions and the Management. The Corporate joint management council includes

[Translation]

**Restoration of Passenger Train Nos.
111-112**

2167. DR. LAXMINARAYAN PANDEYA: Will THE MINISTER OF RAILWAYS be pleased to state:

(a) whether there is a heavy passenger traffic between Bhopal and Ratlam and the passengers are facing great inconvenience due to the cancellation of passenger train Nos. 111-112;

(b) whether the public have requested for the restoration of this train; and

(c) if so, the steps taken in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir

(b) Yes, Sir.

(c) The then 111/112 Bhopal-Vadodara Passengers have been replaced by 1269/1270 Bhopal-Rajkot Express. Besides, to mitigate the hardships of the passengers of Ratlam-Godhra section, stoppages of 9019 Dn at Mangal Mahudi, Bordi, Anas, Panch Pipaliya, Amargarh, Raoti, Bhildi and Morwani; 9020 Up at Panch Pipaliya, Anas and Bordi; 9024 Up at Morwani, Bhildi, Raoti, Panch Pipaliya and Anas and that of 1269/1270 Express at Dahod and Meghnagar were provided from 1 November '88. Restoration of 111/112 Passengers is not feasible.

Employment to Dependents of Railway Employees

2168. SHRI HARI KEWAL PRASAD: Will THE MINISTER OF RAILWAYS be pleased to state:

(a) whether Government propose to give employment to the dependents of the

railway employees; and

(b) if so, the action being taken in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). There is no proposal to give preference to the dependents of serving or retired railway employees in the matter of employment on Railways. The extant policy is to provide equal opportunity for such employment to all aspirants for Railway service.

Instructions, however, exist for considering subject to certain conditions, appointment on compassionate grounds of eligible wards of Railways servants, who lose their lives in the course of duty or otherwise die in harness while in service or who retire from service on being medically decategorised/incapacitated.

[English]

Setting up of Paper Mills

2169. SHRI BHAKTA CHARAN DAS: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have received any proposals to set up some paper mills in the country particularly in Kalahandi district of Orissa; and

(b) if so, the action taken in the matter?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). While several applications have been received for setting up paper mills in different parts of the country, no such proposal has been received for District Kalahandi of Orissa. Applications received are decided as per the extant policy of the Government.

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Instructions, however, exist for considering subject to certain conditions, appointment on compassionate grounds of eligible wards of Railways servants, who lose their lives in the course of duty or otherwise die in harness while in service or who retire from service on being medically decategorised/incapacitated.

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**Rajdhani Type Express Train between
Madras and New Delhi**

2170. SHRI C. SRINIVASAN: Will THE MINISTER OF RAILWAYS be pleased to state:

(a) whether there is a proposal to introduce Rajdhani type Express train between Madras and New Delhi;

(b) if so, the action taken to earmark sufficient funds for this new train involving strengthening of tracks, etc .

(c) whether there is any proposal to make engineering/administrative survey in this regard; and

(d) if so, when?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

**Reopening of Punalur Paper Mills in
Kerala**

2171. SHRI KODIKKUNNIL SURESH: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Punalur Paper Mills in Kerala has been lying closed for the last four years;

(b) if so, the reasons therefor and the steps taken by Government to reopen the Mill;

(c) whether there is any proposal to take over the Mill by the Hindustan Paper Corporation Limited; and

(d) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Yes, Sir.

(b) Low level of production, huge accumulated losses, lack of proper management etc., are some of the main reasons responsible for the closure of the mill. It has been reported that a rehabilitation package offered by the financial institutions in 1981 could not be implemented due to the inability of the management of the company to fulfil its obligations under the package.

(c) and (d). At present, there is no proposal under consideration of the Government for taking over the Punalur Paper Mills by Hindustan Paper Corporation.

**Khaskuthi Open Cast Project of Eastern
Coalfields Limited**

2172. SHRI HARADHAN ROY: Will the Minister of ENERGY be pleased to state:

(a) whether the Eastern Coalfields Limited has recently commissioned the Khushuthi Open Cast Project at Bhanora;

(b) if so, the date of its commissioning;

(c) the details of feasibility report, present status report and cost benefit ratio; and

(d) whether this project has complied with all statutory requirements?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) to (d). The Khaskuthi Opencast Project in Bhanora Mine of Eastern Coalfields Ltd. was commissioned in July, 1989. The project involving a capital outlay of Rs. 19.50 lakhs (excluding cost of plant pool equipment) is expected to produce 20,000

tonnes of coal in 1989-90 and 75,000 tonnes in 1990-91. On the basis of the present cost of production and sale value, it has been estimated that there would be a profit of Rs. 258.36 per tonne of coal raised. Notice in regard to the opening of the mine as per statutory requirement has been given to the Director General of Mines Safety by the coal company.

Dining/Pantry Cars on through Trains

2173. SHRI YADVENDRA DATT: Will THE MINISTER OF RAILWAYS be pleased to state:

(a) whether Government propose to attach a dining car or a pantry car all through trains on the Northern Railway; and

(b) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Pantry cars are provided when catering through static catering units en-route is either not feasible or inadequate, subject to availability of pantry cars as well as room on trains.

Exploration of Bombay Offshore Blocks

2174. SHRI MANORANJAN BHAKTA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government had constituted a Committee of experts to look into the capabilities and work programmes of the Oil and Natural Gas Commission and the Oil India Ltd.;

(b) if so, whether the Committee has submitted its report;

(c) if so, the details of the recommenda-

tions made by the committee and action taken thereon;

(d) whether the Committee has proposed for exploration of certain blocks in Bombay offshore by International oil giants; and

(e) if so, the facts thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). The Ministry of Petroleum and Natural Gas, constituted a committee comprising Shri Lovraj Kumar and Shri C.R. Jagannathan to look into the capabilities and work programmes of the ONGC and the OIL during the 8th plan period and make recommendations on the areas/blocks that may be offered to international oil companies during the Fourth Round, and on other related issues. The Committee has since submitted its report to the Government.

(c) to (e). The recommendations of the Committee are under consideration of the Government.

Oil find in Krishna-Godavari Basin

2175. SHRI P.M. SAYEED: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether more oil has been found in Krishna-Godavari basin in Andhra Pradesh;

(b) if so, the estimated quantum of oil and natural gas yield; and

(c) the total quantity of oil and natural gas that would be made available to the State of Andhra Pradesh?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). ONGC had

earlier discovered crude oil bearing structures at Kaikalur and Bantumili in Krishna-Godavari basin in Andhra Pradesh. They have further discovered oil and gas in Lingala-1 well in November 1989. This well, on initial production testing, produced oil at the rate of 559 barrels/day and 12,719 cubic metre/day of gas through 1/4" choke. The well has been put on Early Production System since December 1989. The current levels of oil and gas production in K.G. basin are about 64 tonnes and about 1 lakh cubic metres per day respectively.

(c) The basin is still under active exploration and as such the total quantity of oil/gas that would be available would depend upon further exploration and delineation of the basin and consequent establishment of oil and gas reserves.

Increase of Transport Subsidy

2176. SHRI SONTOSH MOHAN DEV: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to increase the rate of Transport subsidy in the North Eastern Region; and

(b) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) No, Sir.

(b) The North Eastern Region States have already been allowed the highest rate of transport subsidy.

[*Translation*]

Computerisation of Reservations at Kanpur

2177. SHRI KESHARI LAL: Will THE MINISTER OF RAILWAYS be pleased to state:

(a) whether Government propose to computerize the reservation office at Kanpur railway station; and

(b) if so, the time by which it is likely to be done?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). There is no proposal to computerise the reservation system at Kanpur at present. However, a few computerised terminals linked to Delhi System have been set up for trial purposes.

[*English*]

Demand and production on Coal

2178. SHRI YASHWANTRAOPATIL: SHRI K. PRADHANI:

Will the Minister of ENERGY be pleased to state:

(a) the estimated demand of coal in 1990-91;

(b) the target set for production during 1990-91; and

(c) how the gap, between the demand and production is proposed to be met?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The Planning Commission have estimated the country's demand of coal in 1990-91 in the range of 229.8-234.50 million tonnes.

(b) The coal production target set for 1990-91 is 221.00 million tonnes.

(c) The gap between the demand and production is proposed to be met by draw down from pithead stocks and by import of coking coal.

**Unskilled labour in BHEL Unit at
Ranipet in Tamil Nadu**

2179. SHRI R. JEEVARATHINAM: Will the Minister of INDUSTRY be pleased to state:

(a) the number of unskilled labourers employed in the Bharat Heavy Electricals Limited Unit at Ranipet in Tamil Nadu on temporary basis;

(b) the number of unskilled labourers so far made permanent; and

(c) when Government propose to absorb the temporary unskilled labourers in the BHEL on permanent basis?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) The number of unskilled labourers presently working in BHEL's Unit at Ranipet on temporary basis is 32

(b) The number of unskilled labourers so far made permanent is 515.

(c) At present, there is no proposal to consider temporary unskilled labourers for absorption on permanent basis; this would be considered if and when there is an expansion in BHEL, Ranipet.

**Stream lining of working of Indian
Airlines**

2180. SHRI K.S. RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there has been a gradual deterioration in the passenger services, dissemination of flight information, etc. in the Indian Airlines in recent months;

(b) if so, the steps taken for streamlining the working of the airlines and making it more responsive to the needs of passengers and listening to public grievances; and

(c) the results achieved?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) No, Sir.

(b) Improvement in services of the Airlines is a continuous process. On the advice of the Government, several steps have been taken by Indian Airlines to provide better services to passengers. They are:

- Provision of meals and stay at hotels in case delays are of longer duration.
- Supervision by designating officers at different locations for providing assistance in the matter of refunds, taxi vouchers, hotel accommodation, retrieval of baggage, etc.
- Time permitting, serving of snacks, refreshments, etc. to the passengers at the airports or nearby hotels.
- In case of delays of more than one hour, passengers are given an option to take full refunds on their tickets without levy of any cancellation charges.
- Reimbursement of conveyance expenditure to residence/hotel and back.
- Free facility for sending messages.
- Priority of seats on alternate flights, if available.
- Re-routing via longer sectors and upgradation to higher classes, whenever necessary, without levy of additional fares.
- Alternate surface transport arrange-

ment to destinations, if so desired, by the messengers, etc.

- Provision of extra cushion between the flights.
- More time for maintenance of aircraft.
- Review of action taken for rectification of snags at the regions as well as at the headquarters.
- In case serious snags occur, which are likely to result in cancellations or inordinate delays, the Chief Engineering Managers of the base station are required to personally inspect the aircraft and in case the rectifications are likely to result in delays or cancellations, then information is passed on immediately to the en-route stations.
- The Regional Managers are holding daily meetings with the operational heads to discuss snags
- Reviews are also conducted at headquarters.

(c) There has been appreciable improvement during the recent months.

Assistance to IOC Refineries by Multinationals

2181. SHRI RAJAMOHANA REDDY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Indian Oil Corporation is seeking any technical assistance from multinational oil companies for its refineries; and

(b) if so, the details thereof and the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). There is a proposal for obtaining technical assistance from multinational oil companies, on a centralised basis for all the oil refineries in the country, on payment of a retainer fee and at specified rates per man hour. This will enable the refineries to keep abreast of the procedures and techniques being followed elsewhere in the world in the field of energy conservation, safety, optimisation of operations for improving the yield pattern, and also in developing new projects for optimum utilisation of facilities.

The proposals is under consideration of the Government.

Power Generation in Bihar

2182. SHRI BHOGENDRA JHA: Will the Minister of ENERGY be pleased to state:

(a) the annual per capita power generation and consumption in the country;

(b) the per capita power generation and consumption in Bihar, particularly North Bihar, Chhotanagpur and Central Bihar; and

(c) the steps taken to augment the power generation in the country and particularly in Bihar?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). The information is being collected and will be laid on the Table of the House.

[Translation]

Waiting list for LPG connections in Delhi

2183. SHRI GOVINDA CHANDRA MUNDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) number of applicants with their respective dealers, waiting for gas connections in Delhi, especially, in East Delhi; and

(b) the date by which they are likely to be provided gas connections and the steps being taken in this regard?

THE MINISTER OF PETROLEUM AND

CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) The information is given in the statement given below.

(b) New LPG connections are released in a phased manner all over the country, including Delhi, subject to availability of product, equipment and facilities.

STATEMENT

Sl. No	Name of the Distributor	Waiting List (as on 1.2.90)
(1)	(2)	(3)
<i>Indian Oil Corporation</i>		
<i>East Delhi</i>		
1	Amar Gas service	6473
2.	B.N Gupta & Co	5883
3.	Dikshit Gas Service	2222
4.	Gandhi Nagar Gas Service	3846
5.	G S Enterprises	5232
6.	Jolly Gas Service	3972
7.	Kataria Gas Service	2710
8.	Nandi Gas Distributors	12938
9.	O P Agencies	3432
10.	Sabharwal Enterprises	1846
11.	Shaheed Subhash Gas Service	2023
12.	Shivanika Enterprises	2622
13.	Supreme Enterprises	8518
14.	Vee Vee Enterprises	18487

<i>Sl. No.</i>	<i>Name of the Distributor</i>	<i>Waiting List (as on 1.2.90)</i>
(1)	(2)	(3)
15.	Vijay Rattan Enterprises	5511
16.	Vishal Gas Service	2585
<i>Rest of Delhi</i>		
17.	4 RBD	—
18.	Aar Kay Enterprises	1179
19.	Aftab Enterprises	1216
20.	Agro Industrial Commodities	297
21.	Alka Flame	1013
22.	Alok Gas Agency	1770
23.	Amargeet Gas Service	534
24.	Anantji Gas Service	1735
25.	Angad Enterprises	1776
26.	Arjun Enterprises	2952
27.	Arya Gas Service	2789
28.	Ashu Gas Service	983
29.	Associated Trading Co.	4142
30.	Atul Enterprises	2376
31.	Avtar Gas Service	331
32.	Bakson Gas Service	650
33.	Banaras Gas Service	638
34.	Blossoms Enterprises	283

Sl. No.	Name of the Distributor	Waiting List (as on 1.2.90)
(1)	(2)	(3)
35.	Castus Lily Enterprises	350
36.	Chandra Gas Service	7420
37.	Citizen Gas Enterprises	1379
38.	C Lal & Sons	644
39.	D P Thakore & Co	329
40.	Dee Pee Enterprises	1822
41.	Deepti Enterprises	971
42.	Delhi State Civil Supplies	1020
43.	Devi Anupama Gas Service	955
44.	Elite Agencies	2373
45.	Esbee Enterprises	3098
46.	Evergreen Gas Agency	2658
47.	Flame Centre	2229
48.	Gauri Enterprises	6533
49.	Hem Gas Service	1942
50.	Hitesh Enterprises	187
51.	Jagan Enterprises	4048
52.	Jaganath Enterprises	723
53.	Jagdamba Sai Gas Service	1669
54.	Jaggyoti Enterprises	675
55.	Japneet Enterprises	571

Sl. No.	Name of the Distributor	Waiting List (as on 1.2.90)
(1)	(2)	(3)
56.	Jaspreet Gas Service	1863
57.	Jayant Gas Service	1010
58.	Joginder Enterprises	3533
59.	J J Gas Service	2833
60.	Kalkaji Gas Service	787
61.	Kansal Gas Service	2056
62.	Kanwal Gas Service	586
63.	Kay Aar Enterprises	6252
64.	Keerti Gas Service	3261
65.	Kichenoids	3154
66.	Kiran Gas Service	2226
67.	Kwic Gas Service	2168
68.	K S B Enterprises	1228
69.	M S Enterprises	12262
70.	Manohar Gas Service	1110
71.	Mars Enterprises	685
72.	Mohanil Gas Service	1632
73.	Nath Traders	623
74.	Nicolian Enterprises	2390
75.	Nripro Gas Agency	1228
76.	Paradise Enterprises	1933

<i>Sl. No.</i>	<i>Name of the Distributor</i>	<i>Waiting List (as on 1.2.90)</i>
(1)	(2)	(3)
77.	Payal Gas Service	1551
78.	Pearey Lal & Sons	274
79	Pearl Gas Service	3185
80	Poonam Gas Agency	3463
81.	Popular Chemists	390
82.	Prabhat Gas Service	743
83.	Pragjyoti Gas Service	1188
84	Prem Gas Service	1251
85	Prem Nath Motors Pvt Ltd	510
86	Priya Services	416
87	Puneet Gas Service	958
88	P C Gas Service	551
89	Qutub Gas Service	2660
90.	Rajdhani Gas Service	1651
91.	Rajhans Gas Service	1587
92.	Rakant Enterprises	2452
93.	Raminder Gas Agency	1350
94.	Ranvir Enterprises	1822
95.	Rohini Enterprises	1173
96.	R.K. Agencies	1003
97.	S & P Enterprises	623

<i>Sl. No.</i>	<i>Name of the Distributor</i>	<i>Waiting List (as on 1.2.90)</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
98.	Sagar Enterprises	1936
99.	Sahaj Enterprises	931
100.	Sanjiv Gas Service	972
101.	Santosh Enterprises	994
102.	Saroj Enterprises	734
103.	Shakti Enterprises	1522
104.	Shalimar Gas	1039
105.	Sharma Gas Company	11021
106.	Shaurya Enterprises	4440
107.	Shreshth Gas Service	1451
108.	Sidharatha Enterprises	361
109.	Sona Enterprises	2585
110.	Sondhi Gas Service	6187
111.	South Delhi Gas Service	5253
112.	Sukhdham Gas Service	602
113.	Sunder Shyam Enterprises	1454
114.	Sunil Enterprises	1042
115.	Surjeet Fuel Depot	1140
116.	Tanwar Gas Service	1222
117.	Unique Enterprises	1759
118.	Usha Gas Service	1720

<i>Sl. No.</i>	<i>Name of the Distributor</i>	<i>Waiting List (as on 1.2.90)</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
119.	Vandana Enterprises	3114
120.	Veena Gas Service	2341
121.	Veer Jyoti Enterprises	1061
122.	Vickey Agencies	2300
123.	Vidya Sagar Gas Agency	931
124.	Vikram Enterprises	1273
125.	Zaildar Gas Service	3620
<i>Bharat Petroleum Corporation</i>		
<i>East Delhi</i>		
126.	Arora Gas Agency	1526
127.	Dammo Enterprises	3417
128.	Gautam Enterprises	9708
129.	Kichen Gas	3157
130.	Sharman Gas Co.	7381
131.	Veejay Gas Enterprises	2815
<i>Rest of Delhi</i>		
132.	Ashoka Stores	936
133.	Bharat Gas Service	4536
134.	Chanakya & Sidhartha	303
135.	Deepak Gas Service	1212
136.	Durga Agencies	2052

<i>Sl. No.</i>	<i>Name of the Distributor</i>	<i>Waiting List (as on 1.2.90)</i>
(1)	(2)	(3)
137	Engineers Enterprises	5856
138.	Friends Gas Service	2912
139.	Hitesh Gas Service	2064
140.	Jwala Agencies	740
141	Kaveri Enterprises	1606
142	Kayson Enterprises	2004
143	Khera Gas Service	4167
144	M D Enterprises	4840
145	Mayapuri Gas Co	2689
146	Milind Gas Service	2411
147	Modern Cookeries	3357
148	Nikhil Gas Service	1393
149	Punkaj Gas Service	10453
150	Priyanika Gas Service	966
151	Rahul Agencies	1000
152	Raja Gas Service	5734
153	Raman Gas Service	437
154	Ratawal Gas Service	1333
155.	Robin Gas Service	1888
156	Rohit Gas Agency	123
157.	Ruchica Agencies	2971

<i>Sl. No.</i>	<i>Name of the Distributor</i>	<i>Waiting List (as on 1.2.90)</i>
(1)	(2)	(3)
158.	Sachin Gas Service	280
159.	Santoshi Gas Service	2503
160.	Sarala Enterprises	73
161.	Satish & Co	2229
162.	Sunny Gas Service	3636
163.	Unika Agencies	1595
164.	United Agencies	1871
165.	Varun Gas Service	5958
166.	Vijay Gas Service	2831
167.	Westand Gas Service	1842
<i>Hindustan Petroleum Corporation</i>		
<i>East Delhi</i>		
168.	M/s Ganga Enterprises	5227
169.	Delhi Gas Co Ex-Workers Society	4177
170.	Sawhney Gas Agency	6422
171.	Pelican Gas Agency	1187
172.	Shiv Tej Enterprises	365
<i>Rest of Delhi</i>		
173.	Anand Stores	1242
174.	Caukers	8482
175.	Emarsons	1613

<i>Sl. No.</i>	<i>Name of the Distributor</i>	<i>Waiting List (as on 1.2.90)</i>
(1)	(2)	(3)
176.	Fairdeals	721
177.	Fairways Stores	2541
178.	Gujarat Agencies	1396
179.	Gujarat Gas House	4251
180.	Kamal Gas Service	886
181.	Mini Gas (Terminated w.e.f 15 7 89 Court Case is on)	1645
182.	Navyug Agencies	1587
183.	Noble Traders	2144
184.	Patel Gas Gen Stores	1053
185.	Paschim Gas Service	1963
186.	Reliance Traders	633
187.	Raju Gas Service	6309
188.	Shakti Traders	3137
189.	Smart Dry Cleaners	467
190.	South Delhi Gas Agency	1391
191.	Standard Stores	1854
192.	Trehan Sons	1402
193.	Ram Agencies	616
194.	Kamakhya Enterprises	1120
195.	Laxmi Enterprises	1582
196.	West Delhi Gas Service	1990

<i>Sl. No.</i>	<i>Name of the Distributor</i>	<i>Waiting List (as on 1.2.90)</i>
(1)	(2)	(3)
197.	Smriti Gas Service	4351
198.	Amit Gas Agency	1614
199.	Bawana Gas Service	3532
200.	Devi Dayal Enterprises	500
		4,87,501

[English]

Pepper Processing Industry

2184. SHRI PALAI K.M. MATHEW:
Will the Minister of INDUSTRY be pleased to state:

(a) whether there is any proposal to start a Pepper processing industry; and

(b) if so, the details thereof and when it is likely to be approved?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH). (a) No proposal has been received in the Department of Industrial Development for setting up pepper processing industry during the calendar years 1987 to 1989.

(b) Does not arise in view of reply to part (a) above.

Halts on Howrah-Kharagpur Section

2185. SHRI SATYAGOPAL MISRA:
Will THE MINISTER OF RAILWAYS be pleased to state:

(a) whether there is any proposal to

open any new stations/passenger halts on Howrah-Kharagpur section of the South Eastern Railway during 1990-91; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

[Translation]

Nangal-Talwara Railway Line

2186. PROF. PREM KUMAR DHU-MAL: Will THE MINISTER OF RAILWAYS be pleased to state:

(a) the total length of Nangal-Talwara rail line constructed so far;

(b) when it is likely to be completed; and

(c) the steps proposed to be taken for its expeditious completion?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) 17 km.

(b) and (c). Construction of this Railway

line beyond Una will depend upon the handing over of the land by the State Government, and the availability of adequate funds under 'New Lines' in the coming years.

[English]

Conversion of Miraj-Vasco Section

2187. PROF. GOPALRAO MAYEKAR: Will THE MINISTER OF RAILWAYS be pleased to state:

(a) whether it is proposed to convert the Miraj-Vasco section of the metre gauge railway line into broad gauge in view of the difficulties being faced by the public;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (c). The survey conducted for conversion of Miraj-Bangalore and connected branch lines from MG to BG has recently been updated. Due to acute constraint of resources and heavy commitments in hand there is no proposal at present to take up this work.

[Translation]

Passengers amenities at Bilaspur Air Strip in Madhya Pradesh

2188. SHRI RESHAM LAL JANGDE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of amenities provided to the passengers at Bilaspur air-strip in Madhya Pradesh;

(b) whether the facilities of telephone, refreshment room and public transportation are available at the aforesaid air-strip;

(c) if not, when these facilities are likely to be provided there;

(d) the authority responsible for the management of the said air-strip; and

(e) whether Government propose to develop the said air-strip into a regular airport and the time by which Bilaspur air-strip is proposed to be included in the air-map of India?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) A small terminal building is available at Bilaspur airport.

(b) No, Sir.

(c) and (d). An air strip at Bilaspur aerodrome is maintained by the Government of Madhya Pradesh.

(e) National Airports Authority has no proposal at present to develop Bilaspur, into a regular aerodrome.

Setting up of Cement Plants

2189. SHRI JORAWAR RAM: Will the Minister of INDUSTRY be pleased to state:

(a) whether Union Government had received any proposal to set up a cement factory in Bhavnathpur in district Palamu, Bihar;

(b) if so, the details thereof; and

(c) whether Government have issued or propose to issue a letter of intent for it?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c). M/s. Bihar State Industrial Development Corporation who have been granted a letter of intent in March, 1989 for the establishment of a 10 LTPA slag cement plant at Bokaro in Dhanbad District

of Bihar may utilise the limestone deposits available in Bhavnathpur area.

Petrol/Diesel Pumps in Vidisha, M.P.

2190. SHRI RAGHAVJI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is no petrol or diesel pump at Tehsil headquarters of Kurwai, Nateran and Lateri in Vidisha district of Madhya Pradesh within the radius of ten Kilometres of these places;

(b) whether Government propose to set up diesel pumps at these places;

(c) whether a diesel pump to function at Mehelua crossing near Kurwai; and

(d) if so, since when it is closed and the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) Two Retail Outlets, one diesel and one petrol/diesel outlets are operating within a distance of approximately 10 kms. from Kurwai Tehsil Headquarters. However, there are no Retail Outlets within a radius of 10 Kms. from Nateran and Lateri Tehsil Headquarters.

(b) Yes, Sir; One retail outlet on Sironj-Maksudgarh Road falling under Lateri Development Block is proposed to be developed in the future Marketing plan.

(c) Yes, Sir.

(d) One retail outlet (petrol/diesel) was operating at Mehelua crossing near Kurwai since 1967. It was closed in 1980 on account of certain malpractices and cancellation of retail selling licence by the Collector, Vidisha. The dealership was subsequently terminated and the retail outlet decommissioned in 1985.

Ticketless travellers on Western Railway

2191. SHRI DAU DAYAL JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of campaigns organised by Western Railway to apprehend ticketless travellers and the dates thereof during the last three years;

(b) the number of persons apprehended, the total amount realised as fine and the number of them put in jails and where;

(c) whether any of the persons arrested and jailed have appealed against the punishment awarded to them;

(d) if so, the details thereof; and

(e) the total expenditure incurred in conducting these raids?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) In addition to regular checks 43,43 and 37 special checks were conducted during 1987, 1988 and 1989 respectively on Western Railway. The dates of these special checks are given in the statement below.

(b) During 1987, 1988 and 1989, 32.80 lakh persons were apprehended and a sum of Rs. 7.89 crores was realised from them as fine. 0.56 lakh persons were sent to different jails details of which are not maintained.

(c) and (d). Such details are not maintained by the Railways.

(e) Expenditure for conducting raids against ticketless/irregular travel is not maintained separately.

STATEMENT

Dates and places of special checks conducted during the years 1987, 1990 and 1989 are indicated below:

	<i>From</i>	<i>To</i>
Bombay Suburban Section:	5.1.87	8.1.87
	27.1.87	30.1.87
	9.2.87	12.2.87
	24.2.87	25.2.87
	23.3.87	27.3.87
	22.4.87	25.4.87
	6.5.87	9.5.87
	8.6.87	11.6.87
	6.7.87	9.7.87
	12.8.87	15.8.87
	7.9.87	10.9.87
	12.10.87	15.10.87
	16.11.87	19.11.87
	7.12.87	10.12.87
	21.1.88	23.1.88
	7.3.88	12.3.88
	11.4.88	13.4.88
	9.5.88	11.5.88
	6.6.88	8.6.88
	11.7.88	14.7.88
	25.8.88	29.8.88

	From	To
	9.8.88	12.8.88
	19.9.88	22.9.88
	26.10.88	29.10.88
	22.11.88	24.11.88
	12.12.88	15.12.88
	24.1.89	27.1.89
	21.2.89	23.2.89
	7.3.89	10.3.89
	17.4.89	20.4.89
	25.5.89	28.5.89
	19.6.89	22.6.89
	25.7.89	26.7.89
	8.8.89	10.8.89
	10.9.89	16.9.89
	18.10.89	21.10.89
	15.11.89	18.11.89
	19.12.89	22.12.89
Ahemdabad:	19.1.87	21.1.87
	10.3.87	13.3.87
	9.4.87	11.4.87
	15.5.87	20.5.87
	16.6.87	17.6.87
	16.7.87	18.7.87

<i>From</i>	<i>To</i>
5.8.87	7.8.87
6.10.87	8.10.87
17.10.87	19.10.87
27.11.87	29.11.87
22.12.87	23.12.87
5.1.88	7.1.88
9.2.88	11.2.88
21.3.88	24.3.88
18.4.88	20.4.88
16.5.88	18.5.88
20.6.88	24.6.88
18.7.88	20.7.88
23.8.88	25.8.88
8.9.88	10.9.88
5.10.88	8.10.88
16.11.88	18.11.88
6.12.88	8.12.88
11.1.89	13.1.89
4.2.89	6.2.89
15.3.89	17.3.89
6.4.89	8.4.89
15.5.89	17.5.89
26.6.89	28.6.89

	<i>From</i>	<i>To</i>
	13.8.89	19.8.89
	27.11.89	29.11.89
	26.12.89	26.12.89
Jaipur:	16.2.87	18.2.87
	23.6.87	25.6.87
	27.7.87	29.7.87
	26.10.87	28.10.87
	14.10.87	16.10.87
	27.6.88	29.6.88
	13.10.88	15.10.88
	21.12.88	23.12.88
	25.4.89	27.4.89
	25.9.89	27.9.89
Ajmer & Jaipur:	3.3.87	6.3.87
	22.2.88	25.2.88
	25.4.88	27.4.88
	28.6.88	30.6.88
Ajmer:	10.2.89	13.2.89
	24.9.89	30.9.89
Surat:	15.4.87	17.4.87
	23.6.87	25.6.87
	23.9.87	25.9.87
	4.11.87	6.11.87

	<i>From</i>	<i>To</i>
	11.1.88	13.1.88
	28.3.88	31.3.88
	23.5.88	25.5.88
	13.8.88	19.8.88
	27.11.88	29.11.88
	5.1.89	7.1.89
	12.7.89	15.7.89
	7.11.89	10.11.89
	13.12.89	15.12.89
Indore:	25.5.87	26.5.87
	27.9.88	29.9.88
	27.3.89	29.3.89
Bharatpur:	24.8.87	26.8.87
Ratlam:	13.6.88	14.6.88
Kota:	15.7.88	16.7.88
Rajkot:	8.5.89	10.5.89
Kota-Mathura:	23.8.89	26.8.89
96hrs. Drive:	20.2.87	24.4.87
	16.4.87	20.4.87
	12.6.87	16.6.87
	24.8.87	28.8.87
	27.10.87	31.10.87
	18.12.87	22.12.87

<i>From</i>	<i>To</i>
22.2.88	26.2.88
25.4.88	29.4.88
20.6.88	21.6.88
15.10.88	19.10.88
21.12.88	25.12.88
7.2.89	11.2.89
25.5.89	29.5.89
19.6.89	23.6.89
27.7.89	31.7.89
27.12.89	31.12.89

Consultative Committees and Consumer Forums

2192. SHRI SATYANARAYAN JATIYA: Will the Minister of RAILWAYS be pleased to state:

(a) the procedure and criteria for setting up the consultative committees and consumer forums at different levels in the Railways; and

(b) the details of the programme for constituting the above committees during 1990?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) The criterion for nomination of Members on the Divisional and Zonal Railway Users' Consultative Committees is that various identifiable and important groups of rail users including M.Ps and MLAs/MLCs get due representation on

the committees. Nominations to represent various interests as laid down in the Constitution of these committees except M.Ps are sent by the Zonal Railways. The nomination of Members of Parliament is done by the Ministry of Parliamentary Affairs. The Minister of Railways nominates persons to represent Special Interests as are not covered under the specific provisions of the Constitution of the committees. The committees are finally constituted with the approval of the Minister of Railways.

There are Station Consultative Committees at important stations and Suburban Railway Users' Consultative Committees on Central, Western, Eastern, South Eastern and Southern Railways to discuss the local problems. Representatives of the Municipal/ City Corporation, local Trade & Industry, Registered Passengers' Association, local Educational Institution/registered Govt. Bodies and general public are given representation. These committees are constituted

by the General Manager/Divisional Railway Manager.

(b) Efforts are being made to reconstitute the committees as early as possible.

[English]

Enquiry report of Bangalore-Trivandrum Express

2193. SHRI T. BASHEER: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received the report of the committee of experts set up to evaluate the enquiry report by the Commissioner of Safety about the accident of Bangalore-Trivandrum Express, near Perumon Bridge, Quilon on July 8, 1988;

(b) if so, the findings thereof; and

(c) the action taken by Government thereon?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) The Experts Committee has not agreed with the findings of the Commissioner of Railway Safety, Southern Circle who attributed the accident to a tornado.

(c) The report is being examined.

Expansion of Chemical Industries In Kerala

2194. SHRI A. VIJAYARAGHAVAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Union Government have received any proposals for the expansion of chemical industries in Kerala; and

(b) if so, the details thereof and the

action taken thereon?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). The information is being collected and will be laid on the Table of the House.

Import of Intermediate for Drug Production

2195. SHRI K. MANVENDRA SINGH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any organised sector units were found importing intermediates for the production of drugs contrary to the conditions of the approval in the recent past;

(b) if so, the names of the intermediates imported and the names of drugs for which these are used; and

(c) when did this come to the notice of Government and the action taken in the matter?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). Yes, Sir. Three companies in the case of Rifampicin and one company in the case of Promethazine Hydrochloride were found importing 3-Formyl Rifamycin SV and L-base respectively, contrary to the Phased Manufacturing Programme.

(c) The matter came to the notice of the Government first in 1987. In the case of Rifampicin, the import of 3-Formyl Rifamycin SV beyond the permitted date has been regularised for two companies. The third company has failed to submit the documents called for so far. In one case, the import of 3-Formyl Rifamycin SV, beyond the permitted period, was regularised because the Customs notification on Rifamycin S which the

company was supposed to use after the cut off date, was defective. In the case of L-base import, the company has been allowed to continue import of L-base subject to the condition that the company will earn the foreign exchange for past and future imports over and above the existing exports.

Hangers for A-320 Airbus

2196. SHRI MADAN LAL KHURANA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether hangers to house the A-320 Airbus have been provided;

(b) if so, the details thereof and if not, the reasons therefor;

(c) whether workshops to look after spares and engines have not yet been built and large amount of foreign exchange is being spent in getting these repaired from abroad;

(d) if so, when the workshops are likely to be built and the steps taken in this regard so far; and

(e) the details of foreign exchange spent on getting spares and engines repaired from abroad?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (e). One hangar to house Airbus A-320 aircraft at Indira Gandhi International Airport, Delhi, has been made ready recently and is in use by Indian Airlines for maintenance of its A-320 aircraft. Work on the construction of two other A-320 hangars by the International Airports Authority of India is going on as per schedule and is in advance stage. The existing overhaul shops at Indira Gandhi International Airport, Delhi have started repair of some components/

spares on various systems of Airbus A-320 aircraft. Besides, all components/spares of various systems are covered under a warranty of three years and are, therefore, sent to vendors for repairs abroad free of cost.

Modernisation of Various Railway Stations in Kerala

2197. PROF. K.V. THOMAS: Will the Minister of RAILWAYS be pleased to state the steps taken/proposed to be taken for the modernisation of the various railway stations in Kerala?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): Modernisation of Railway Stations is a continuous process and the same is done on a need based programme subject to availability of funds and traffic needs. Railway Stations at Tirur, Calicut, Cannanore, Palghat Jn., Tiruvalla, Changanacherri, Tanur, Kuttippuram, Mavelikara, Kanhangad, Punalur, Kottarakara and Alwaye have been modernised in the recent past. During 1989-90, modernisation works were undertaken at 26 stations in Kerala at a cost of Rs. 3 crores approximately. During 1990-91, also, more stations in Kerala will be taken up for modernisation. Apart from this, Trivandrum Central Railway Station is proposed to be modernised at a cost of Rs. 3.45 crores and the work is expected to be taken up during 1990-91.

Conversion of Bangalore-Hassan Railway Line

2198. SHRI H.C. SRIKANTIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have undertaken any survey for conversion of Bangalore-Hassan railway line into broad gauge;

(b) if so, the details thereof and the estimated cost of the project; and

(c) when the work is likely to be taken up?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) and (c). In 1984, a survey for conversion of Miraj-Bangalore and other connected metre gauge branch lines (including Hassan-Bangalore) into Broad Gauge was carried out. The length of Hassan-Bangalore section is 213 km and the proportionate cost of conversion of the section was about Rs. 70 crores at that time. The present day cost is expected to be Rs. 175 crores. The entire project was not found to be financially viable and hence not taken up for execution

[Translation]

Joint Bipartite Committee for Coal Industry

2199. SHRI YAMUNA PRASAD SHASTRI: Will the Minister of ENERGY be pleased to state:

(a) the representation of various trade unions in the Joint Bipartite Committee for coal industry;

(b) the criteria of representation given to various trade unions;

(c) whether there is a proposal to reconstitute the Joint Bipartite Committee by giving equal representation to all Central Trade Unions; and

(d) if so, when and the details in this regard?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The representation of various central Trade Unions in the Joint Bipartite Committee for Coal Industry (JBCCI) is, at present, as under:

1)	INTUC	-	6
2)	AITUC	-	3
3)	CITU	-	3
4)	HMS	-	2
5)	BMS	-	1

(a) Representation is JBCCI is given to various Central Trade Unions on the basis of their relative strength in the coal industry

(c) & (d). There is no proposal to reconstitute the JBCCI by giving equal representation to all Central Trade Unions. However, a proposal to reconstitute JBCCI on the basis of their verified strength is under consideration.

[English]

Use of Plastics in Agriculture

2200. SHRI PARASRAM BHARDWAJ: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government propose to encourage greater applications of plastics in agriculture; and

(b) if so, the details regarding the techniques as well as the role to be played by petrochemical industry in popularising plasticulture technology for various agricultural applications?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). In order to promote the use of plasticulture applications in India, Government constituted the National Committee on the Use of Plastics in Agriculture (NCPA). The plasticulture is the latest

technique for better management of water resources and increasing agricultural productivity. The various plasticulture applications have been identified, such as plastic films for lining of canals, ponds and reservoirs, etc. to eliminate seepage; drip irrigation system for optimum use of water leading to increased yield; packaging of fruits and vegetables in plastic crates, thereby saving forest resources; and use of plastic film for outdoor storage of foodgrain. The other important plasticulture applications are nursery bags for seedlings, plastic greenhouses, mulching with plastic film, plastic micro sprinklers, plastic pipes, etc.

Growth rate of Industrial Production

2201. SHRI CHITTA BASU: Will the Minister of INDUSTRY be pleased to state:

(a) the targetted out-put of large and medium sector industries during the Seventh Plan and the actual growth rate; and

(b) the main reasons for shortfall?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). The Seventh Five Year Plan (1985-90) envisages a targetted average annual rate of growth of over 8% in the industrial sector and 8% in the manufacturing sector. As against this, the average rate of growth in the first four years of the Seventh Plan period works out to 8.5% in the industrial sector and 9% in the manufacturing sector.

Women Entrepreneurs

2202. SHRIMATI BASAVA RAJESWARI: Will the Minister of INDUSTRY be pleased to state:

(a) the total number of women entrepreneurs in the country at present;

(b) the details of aid and assistance provided to them at present; and

(c) the further support and assistance to be provided to enable them to become successful managers and entrepreneurs?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) The information about total number of women entrepreneurs is not centrally maintained. However, units set up by small scale women entrepreneurs in the past three years as reported by the State Governments are as below:—

<i>Year</i>	<i>No. of units</i>
1986-87	47890
1987-88	64846
1988-89 (estimated)	96438

(b) Women are given Entrepreneurship Development & Management Training free of cost in the training programmes organised by Small Industries Development Organisation. They get 1% concession on interest under the Hire Purchase Scheme of National Small Industries Corporation. Under the IDBI Scheme interest is charged at 12.5% from women entrepreneurs as against 14% for others. The Industrial Financial Corporation of India also provides a one-time interest subsidy upto a maximum of Rs. 20,000 per women entrepreneur on the loans taken by them from the Financial Institutions/Banks. The AIR and Doordarshan provides 15% tariff concession on advertisements of women entrepreneurs.

(c) The Women Development Corporations will lend support and assistance to women to become successful managers and entrepreneurs.

[Translation]

[English]

Passenger facilities at Bareilly Junction

2204. SHRISANTOSH KUMARGANGWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether representations have been received to increase various passenger facilities at Bareilly junction;

(b) if so, the details thereof; and

(c) the action proposed to be taken thereon?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). Yes, Sir, Representations were received for providing additional retiring rooms, improvement to public address system and other amenities at Bareilly Junction Station.

(c) The following additional facilities have been provided:—

- (i) Dormitory type retiring room having four beds;
- (ii) Hot line connection with Central Enquiry Office, Moradabad;
- (iii) Pre-recorded information about running of trains on telephone;
- (iv) Additional staff on face-to-face enquiry counter;
- (v) Improvement in Public Address system;
- (vi) Display board and automax message facility in reservation office.
- (vii) New furniture in retiring room and waiting room.

Power Shortage in Andhra Pradesh

2205. SHRIMATI T. MANNEMMA: Will the Minister of ENERGY be pleased to state:

(a) whether Andhra Pradesh has been experiencing acute power shortage;

(b) whether the Super Thermal Power Stations located in that State and the Southern Power Grid are supplying any power to that State to meet the situation; and

(c) if not, the steps taken or proposed to be taken by Union Government to tide over the crisis in the State?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) During April, 1989 to February, 1990, Andhra Pradesh faced a power shortage of 9.2%.

(b) Assistance is being provided to Andhra Pradesh from Super Thermal Power Station located in Andhra Pradesh and from the Southern Grid in accordance with day-to-day availability of power.

(c) In order to tide over the power shortage, it is tentatively envisaged to add an additional capacity of about 2300 MW in Andhra Pradesh during the 8th Five Year Plan subject to the availability of financial resources and other inputs. In addition, Andhra Pradesh will get its share from the Central Generating Stations to be established in the Southern Region.

Berths Quota at Udumalpet and Pollachi Stations

2206. SHRI B. RAJARAVI VARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a great public demand to increase the quota of second class berths allotted for passengers travelling from Udumalpet and Pollachi by the Blue Mountain Express; and

(b) if so, the action taken by Government in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) An additional quote of two second class berths each at Udumalpet and Pollachi Stations by 6006 Nilgiri Express (Blue Mountain Express) is being allotted from 01.05.1990.

[Translation]

Declaration of Bundelkhand Region as Free Zone Area

2207. SHRI RAJENDRA AGNIHOTRI: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have declared Bundelkhand region in M.P. and U.P. as industrially backward;

(b) whether Government propose to declare it a Free Zone Area by constituting Bundelkhand Industrial Development Authority;

(c) if not, whether Government are considering new schemes to remove backwardness of that area; and

(d) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (d). The industrialisation of a region in a particular State/States including setting up of any Authority for industrial development is primarily the responsibility of the State Governments concerned. How-

ever, in order to promote industrialisation and reduce regional imbalances, the Central Government offers a number of incentives such as priority in the grant of industrial licences, concessional finance, exemption from income-tax etc. to entrepreneurs setting up units in centrally declared backward areas. In the case of Bundelkhand region falling in Uttar Pradesh and Madhya Pradesh, ten districts of the region have been declared as backward by the Central Government and are eligible for the above mentioned concessions. In addition, Central Government has also sanctioned 3 Growth Centres in the Districts of Banda, Jalaun and Hamirpur in UP and one Growth Centre in District Panna in MP under the 'No Industry District' Infrastructural Development Scheme.

[English]

Shuttle Railway Service Between Utdanga and Salt Lake Stadium

2208. SHRI RADHIKA RANJAN PRAMANIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce a shuttle railway service between Utdanga railway station and Salt Lake Stadium; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

[Translation]

Complaints Against LPG Agencies in Etah, U.P.

2209. DR. MAHADEEPAK SINGH SHAKYA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of complaints received from the gas consumers of Etah district in Uttar Pradesh during last three years; and

(b) the action taken thereon?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) During the last three years following numbers of complaints were received from consumers against LPG distributors in Etah district of Uttar Pradesh:

Year	No. of complaints
1986-87	1
1987-88	1
1988-89	6

(b) On investigation three complaints were not substantiated. Five complaints were established and caution/warning letters were issued against the erring distributors.

Training to New Entrepreneurs

2210. SHRI BALESHWAR YADAV: Will the Minister of INDUSTRY be pleased to state:

(a) the steps contemplated by Government to impart training to new entrepreneurs;

(b) whether Government are seeking assistance of some advanced countries to impart training to new entrepreneurs, and

(c) if so, the details in this regard?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) The Govt. has been organising through the Small Industries Development Organisation, Entrepreneurship Development Programmes for new entrepreneurs

all over the country in the SSI Sector.

(b) No. Sir.

(c) Does Not arise.

[English]

Industrial Projects in Garhwal (U.P.)

2211. SHRI C. M. NEGI: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is any proposal to set up some industrial projects in the central public sector in Garhwal, U.P.; and

(b) if so, the details thereof and when it is likely to be implemented?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) There is no proposal to set up any new Central Public Sector units in Garhwal, U.P.

(b) Does not arise.

Solar Power Plants

2212. PROF. P.J. KURIEN:
SHRI K.S. RAO:

Will the Minister of ENERGY be pleased to state:

(a) whether there is any proposal for setting up solar power plants; and

(b) if so, the State-wise details thereof and the power likely to be generated by these plants during Eighth Plan?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). No project has been approved so far to set up solar power plants for supply of electricity on a commercial basis. Small capacity solar

photovoltaic power plants are being set up under a demonstration programme in various parts of the country. The total power generation capacity which has been installed or is under installation under this programme is of the order of 3 MW. It is also proposed to install a megawatt size solar thermal power plant on an experimental basis.

Industrial Sickness in Small Scale Sector

2213. SHRI A. CHARLES: Will the Minister of INDUSTRY be pleased to state:

(a) the norms fixed for treating an industrial unit as small industry;

(b) the contribution of the small industrial units in terms of industrial production, providing employment and earning foreign exchange;

(c) whether the small industrial sector is facing a serious crisis because of industrial sickness;

(d) the main reasons for industrial sickness in this vital sector; and

(e) the steps taken to cure the sickness?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) A small scale industrial undertaking shall mean an industrial undertaking in which the investment in fixed assets in plant and machinery, whether held on ownership terms or by lease or by hire purchase, does not exceed Rs. 35 lakhs.

Provided that no small scale industrial undertaking referred to above shall be subsidiary of, or owned or controlled by any other industrial undertaking.

(b) In 1988-89, the production in the small scale sector at current prices has been estimated at Rs. 106400 crores (provisional)

and employment at 113 lakh persons (provisional). Direct exports from small scale sector during the year 1987-88 are estimated at Rs. 4535 crores (provisional).

(c) As per provisional data made available by the Reserve Bank of India, out of 22.27 lakh borrowal accounts in the SSI sector as at the end of December, 1987, 2.04 lakhs (i.e. 9.2%) have been reported to be sick. Incidence of sickness has been one of the persisting problems faced by the industrial sector.

(d) A number of causes, both internal and external, often operating in combination have been responsible for industrial sickness in the small scale sector. Some of these causes are faulty planning, management deficiencies, inefficient financial control, diversion of resources, inadequate attention to R&D, obsolescence of technology and machinery, poor industrial relations, inadequate demand, shortage of raw material and other inputs, power cuts, inadequacy of working capital, delay in sanction of working capital and time gap between sanction of term loan and working capital and other infrastructural constraints.

(e) Government have initiated a number of measures for tackling the problem of sickness in the small scale sector. The main thrust of strategy is to detect sickness at the incipient stage and rehabilitation of viable sick small scale units.

Detailed guidelines have been issued by the Reserve Bank of India to all commercial banks covering important aspects like detecting of incipient sickness, identification of sick small scale units, viability norms etc. The guidelines cover reliefs and concessions from banks/financial institutions for implementation of rehabilitation packages in the case of potentially viable sick units. The Small Industries Development Fund set up by the Industrial Development Bank of India

in May, 1986 provides for rehabilitation assistance to sick SSI Units financed by commercial banks, State Financial Corporations and State Small Industries Development Corporations. Financial assistance in the form of long term equity type assistance upto Rs. 75,000/- to units with a project cost not exceeding Rs. 5 lakhs at a nominal service charge of one per cent per annum is also available to potentially viable sick SSI units from the National Equity Fund set up in August, 1987. The Government of India have liberalised the Margin Money Scheme for revival of sick small scale units and the quantum of assistance under the Scheme has been raised from Rs. 20,000/- to Rs. 50,000/- per unit.

Late Running of EMU Local Trains in Kharagpur Division

2214. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether local EMU trains in Kharagpur Division of South Eastern Railway had been running late almost daily and the service has been disrupted recently causing great inconvenience to thousands of commuters;

(b) if so, whether Government have enquired into the matter; and

(c) if so, the outcome thereof and the steps taken or proposed to be taken to ensure timely running of EMU trains in the said division?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Punctuality of EMU trains in Dec.'89 was 84.6% in Jan.' 90 88.8% and in Feb.' 90 88.7%. EMU services were disrupted for about 8 hours on 10th, 15th and 16th March 1990 due to a public agitation against a dacoity in a village and subsequent firing as a consequence of which 26 local trains had to be cancelled.

(b) and (c). State Government is looking into the matter pertaining to public agitation. Punctuality of EMU services is, however, monitored to ensure improvement by Railways.

Conservation of Energy Plan by ONGC

2215. SHRI M.G. SEKHAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Oil and Natural Gas Commission has prepared any plan for conservation of energy; and

(b) if so, the details thereof and action taken to implement it?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). ONGC have prepared a report on "Energy Conservation and Efficient Use", which inter-alia, examines the energy demand-supply pattern, and energy and use sector-wise at international and national levels. Some policy instruments and the institutional framework for bringing about energy conservation etc. have been suggested which include:

Enactment of an Energy Conservation Act,

- Constitution of an Energy Conservation Board,
- Fixation of energy conservation standards for domestic appliances and industrial machinery, and
- Integration of energy sector through a holding company. The report also suggests formation of a National Energy Council for formulation and implementation of a national energy policy.

The report is under consideration of the Government.

Import of EMU Electric Train

2216. SHRI M.V. CHAN-
DRASHEKARA MUR-
THY:
SHRI V. SREENIVASA
PRASAD:
SHRI PARASRAM BHARD-
WAJ:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are evaluating the tenders for the import of one electric multiple unit (EMU) type train set with three-phase technology which will run on a trial basis with a service speed of 160 km per hour;

(b) if so, when the evaluation of the tenders for the import of trains will be completed; and

(c) the names of the countries participated in the tender and the details of such trains proposed to be imported?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) In 1990-91

(c) Japan and Hungary have participated. Details of Electric Train Set will be finalised after completion of technical and commercial evaluation.

Rates of Royalty on Crude Oil

2217. SHRI J. CHOKKA RAO: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is difference in the

rates of royalty paid to the States by the Oil and Natural Gas Commission;

(b) if so, the reasons therefor;

(c) the difference in the royalty paid to the States of Andhra Pradesh and Assam;

(d) whether the Andhra Pradesh Government had asked for parity in rates of royalty with Assam; and

(e) if so, the action taken so far to remove the disparity?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. G. GURUPADASWAMY): (a) to (c). Payment of royalty on mineral oil is governed by the provisions of the Oilfields (Regulation and Development) Act, 1948 and the Petroleum and Natural Gas Rules, 1959, under which the rate is uniform throughout the Union of India.

(d) No such reference has been received in this Ministry from Andhra Pradesh Government.

(e) Does not arise.

Higher Production By Central Public Sector Undertakings

2218. SHRI BANWARI LAL PUROHIT: Will the Minister of INDUSTRY be pleased to state:

(a) whether several central public sector undertakings have achieved higher production during the last one year;

(b) if so, the names of these undertakings and the percentage of increase in production achieved by them as compared to the previous year;

(c) whether several public sector undertakings have not achieved their production

target for the last three years; and

(d) if so, the details of these public sector undertakings and the steps Government propose to take to improve their production performance?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). The details of production with percentage achievement of manufacturing Public Sector Enterprises during the last three years' period ending 31.3.1989 have been given on pages 277 to 293 of Volume I of Public Enterprises Survey 1988-89 placed on the Table of the House 15.3.1990.

(c) and (d). Comparative production achievements against targets are being reviewed by the concerned Ministries/Departments. Various steps taken by the Government to improve their production capacities are better production planning, improving capacity utilisation, reduction of downtime of plant & machinery, better product-mix, technology improvements, etc.

Quilon Railway Station

2219. SHRI S. KRISHNA KUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to develop the Quilon railway station as a model station;

(b) if so, the details thereof; and

(c) if not, what developmental work is proposed to be undertaken on this station during 1990-91?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

(c) The following developmental works are being undertaken during 1990-91 at Quilon Railway Station:—

- (i) Widening of M.G. Platforms No. 1. and 2.
- (ii) Provision of cover over M.G. Platform for a length of 65 Metres.
- (iii) Raising of B.G. medium level platform to high level.

[Translation]

Dismissal of Railway Employees

2220. SHRI SHOPAT SINGH MAKKASAR: Will the Minister of RAILWAYS be pleased to state the zone-wise number of railway employees suspended/dismissed for their involvement in railway strikes, held prior to 1982, during 1982 and after 1982?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): Information is being obtained from the Zonal Railways etc. and will be placed on the Table of the Sabha.

[English]

National Conference of Scientists on Science, Technology and Patent Laws

2221. SHRI P.R. KUMARAMANGALAM: Will the Minister of INDUSTRY be pleased to state:

(a) whether the objectives of Indian Patents Act, 1970 have been achieved;

(b) whether a National Conference of Scientists on Science, Technology and Patent laws was held on 4 December, 1989 in New Delhi; and

(c) if so, the main issues discussed at the Conference and recommendations made

and the reaction of Government to these recommendations?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c). The National Working Group on Patent Laws held its Conference on 4th December, 1989 in which it was *Inter-alia* resolved that the Indian Patents Act, 1970 in its scope and purpose continues to represent Indian interests and requires no amendments. There is no proposal before the Government to amend the Indian Patents Act, 1970.

Exploitation of Lignite in Tiruchirappalli

2222. SHRI A. ASOKARAJ: Will the Minister of ENERGY be pleased to state:

(a) whether there is any proposal to exploit the huge quantities of lignite available at Jayankondan belt in Tiruchirappalli district, which can support 1500 MW Thermal Power Station;

(b) if so, the steps taken so far in this regard; and

(c) the reasons for delay in exploitation of available lignite sources for the purpose of generating power which is in short supply in Tamilnadu?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Exploratory drilling for establishing lignite reserves in Jayamkondacholapuram area of Tamil Nadu is in progress. Based on the data available at present, a techno-economic assessment is being carried out for determining suitable capacity of the mine and the linked power station. Simultaneously, an advance action proposal is being prepared for carrying out certain preliminary works, such as, topographical survey, land acquisition, environmental management plan, geohydrological investigation, etc.

(c) Delay in exploitation of available lignite in this area are mainly due to the fact that detailed exploration is yet to be completed.

Clearance to Oil Exploration Projects

2223. SHRIG. S. BASAVARAJ: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of offshore oil exploration projects cleared by the Public Investment Board during the past three years, year-wise and zone-wise;

(b) the number of river basin oil explorations undertaken by the ONGC during the past three years, State-wise; and

(c) when the oil production at the Neelam oil-field in the Western offshore is likely to start?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) Oil exploration activities are undertaken by ONGC and OIL in both onshore and offshore sedimentary basins as part of a continuing activity, rather than as specific projects. Approval of the PIB is not required for such exploratory activity.

(b) During the last 3 years, ONGC have undertaken exploration in river deltas of Krishna-Godavari in Andhra Pradesh, and Ganga delta in West Bengal.

(c) ONGC have tentative plans to put Neelam field on production during 1990-91.

Mahavir Colliery Disaster

2224. SHRI SURYANARAYAN SINGH: Will the Minister of ENERGY be pleased to state:

(a) whether the Internal Safety Organi-

sation had inquired into the disaster at Mahavir Colliery under M/s. Eastern Coalfields Ltd. on 12 November, 1989;

(b) if so, the details thereof and action taken if any against the persons responsible for the disaster; and

(c) if no action has been taken so far, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). The Internal Safety Organisation of Eastern Coalfields Limited have enquired into the inundation accident at Mahavir Colliery on the night of 12th November, 1989. However, a proposal to set up a Court of Enquiry into this accident is under consideration of the Ministry of Labour. In view of this, action on the report of the Internal Safety Organisation has been kept in abeyance.

Quota of Berths at Parbhani

2225. SHRI ASHOK. ANANDRAO DESHMUKH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the quota of First and Second class berths at Parbhani railway station for Delhi is inadequate in view of heavy passenger traffic;

(b) whether Government propose to

increase this quota; and

(c) if so, when and the extent thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) The existing quota of berths at Parbhani towards Delhi is adequate to meet the present level of demand.

(b) There is no such proposal at present.

(c) Does not arise.

Gas Based Power Stations In Maharashtra

2226. SHRI UTTAM RATHOD: Will the Minister of ENERGY be pleased to state:

(a) whether Maharashtra Government submitted certain project reports for setting up gas-based power stations in the State; and

(b) if so, the details thereof and the decisions taken thereon?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). The details of the Project Reports for setting up gas-based stations received from the State authorities and their present Status are contained in the statement given below.

STATEMENT

S.No.	Name of the Scheme and capacity	Present Status
1	2	3
01.	Uran Waste Heat Project Unit-1 (1x120 MW)	Approved
02.	Uran Waste Heat Project Unit-2 (1x120 MW)	Approved
03.	Uran Waste Heat Project Unit-3 (1x120 MW)	Approved
04.	Dhabol GTCC (4x120 MW) GT+2x140 MW ST) District-Ratnagiri	These scheme are under examination in the CEA in consultation with the other appraising agencies and could be considered for techno-economic clearance after the requisite inputs have been tied up and necessary clearances have been become available.
05.	Trombay GTCC TPS (2x60 MW GT+1x60 MW ST) Greater Bombay	
06.	Dhabol Gas based TPS Unit I & II-2x500 MW District—Ratnagiri	
07.	Thakurali gas based TPS Unit I & II (2x210 MW)	MSEB have been advised on 23.2.89 that use of gas in conventional gas fired boilers is less efficient and hence not economical The gas availability for the schemes are not confirmed. The schemes have been returned to the State authorities.

S.No.	Name of the Scheme and capacity	Present Status
1	2	3
08.	Uran Gas Turbine Stage-III (8x108 MW)	This schemes has been returned to the State Electricity Board as the availability of gas was not confirmed.

[Translation]

(b) the steps taken by Government to clear the waiting list?

Waiting List for LPG Connections

2227. SHRI KASHIRAM RANA:
SHRI GOVINDA CHANDRA
MUNDA:

THE MINISTER OF PETROLEUM AND
CHEMICALS (SHRI M.S. GURU-
PADASWAMY): (a) The information is given
in the statement below.

Will the Minister of PETROLEUM AND
CHEMICALS be pleased to state:

(a) the number of applications pending
for LPG connections. State-wise; and

(b) New connections are released by
the oil industry all over the country, in a
phased manner under its annual programme
for enrollment of customers, subject to availa-
bility of LPG. The availability is further aug-
mented through imports.

STATEMENT*(Fig. in Lakhs)*

<i>Sl.No.</i>	<i>State/Union Territory</i>	<i>Approx. number of persons on the waiting list (1.2.1990)</i>
1	2	3
1	Andhra Pradesh	1.87
2.	Arunachal Pradesh	0.03
3.	Assam	0.51
4.	Bihar	1.05
5.	Goa	0.40
6.	Gujarat	4.96
7.	Haryana	2.39
8.	Himachal Pradesh	0.28
9.	Jammu & Kashmir	0.28
10.	Karnataka	1.33
11.	Kerala	1.39
12.	Madhya Pradesh	2.69

<i>Sl.No.</i>	<i>State/Union Territory</i>	<i>Approx. number of persons on the waiting list (1.2.1990)</i>
1	2	3
13.	Maharashtra	9.27
14.	Manipur	0.07
15.	Meghalaya	0.07
16.	Mizoram	0.06
17.	Nagaland	0.08
18.	Orissa	0.19
19.	Punjab	3.18
20.	Rajasthan	3.29
21.	Sikkim	0.01
22.	Tamil Nadu	3.76
23.	Tripura	0.13
24.	U.P.	8.38
25.	West Bengal	3.56
<i>Union Territories</i>		
1.	Andaman & Nicobar	0.01
2.	Chandigarh	0.43
3.	Dadra & Nagar Haveli	0.01
4.	Delhi	4.88
5.	Daman & Diu	0.05
6.	Lakshadweep	—
7.	Pondichery	0.04
Total		54.76

*[English]***New Allied Services by Indian Airlines**

2228. SHRI MADHAVRAO SCINDIA:
SHRI SANAT KUMAR MANDAL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines propose to establish a subsidiary company for allied services:

(b) if so, the broad features of these services and on what pattern the same would work;

(c) the details of aircraft, equipment and infrastructure necessary therefor;

(d) the financial viability of this proposal; and

(e) when these services are likely to commence?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (e). Indian Airlines has set up a wholly owned subsidiary Airlines Allied Services Limited in September, 1983. The main object of the said Company is to carry on the business of hotels, in flight kitchens, air transport services, aircraft charters, etc. Indian Airlines proposes to transfer its Turbo Prop aircraft on their phase out from its fleet to the said company. No aircraft has, however, been transferred so far to the Company. The Company also proposes to undertake operation of a flight kitchen at Trivandrum airport.

(d) and (e). Since the Company has not started operating at present, it is not possible

to indicate the financial viability.

Air Service from Hubli Airport

2229. SHRI S. T. PATIL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Hubli Airport is fully ready for operation; and

(b) if so, the reasons for not starting regular air service from this airport so far?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) No, Sir.

(b) Does not arise.

Banspani-Daitari Railway Line

2230. SHRI GOPI NATH GAJAPATHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have a proposal to take up the construction of Banspani-Daitari railway line in Orissa;

(b) whether the work is proposed to be taken up during the Eighth Plan Period;

(c) if so, the amount sanctioned for the construction of that line; and

(d) the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) to (d). The construction of Daitari-Banspani railway line is a part of the proposal for export of iron ore via Paradip Port and the same is under consideration of Ministry of Surface Transport and M.M.T.C. The construction of this BG line 143 km long is estimated to cost Rs. 175 crores.

Overbridges in Orissa

2231. SHRI BALGOPAL MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway overbridges under construction in Orissa at present;

(b) the progress made in the completion of these projects as on 31 December, 1989;

(c) the estimated cost of each of those projects; and

(d) the allocation made for those projects so far?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Seven Nos.

(b) to (d). A statement is given below.

STATEMENT

(b),(c) and (d). The details of the seven road overbridges which are under construction in Orissa are as under:—

(.....Rupees in lakhs.....)

S.No.	Location	Rly's Share	State Govt's Share	Total Cost	Funds allotted upto 31.3.90	Progress/Remarks
1	2	3	4	5	6	7
1.	Bargarh Road	74.34	—	74.34	41.50	Railway's Portion on bridge proper. 20%
2.	Sambalpur Road Station (Fatak)	78.08	134.47	212.55	14.92	Tender work has been taken up.
3.	Sambalpur Road (Tangrapally)	45.91	46.80	92.71	1.00	Contract awarded.
4.	Jaipur-Keonjhar Road	109.22	119.78	229.00	10.00	Tender work has been taken up.
5.	Bhubaneswar (Malgodown)	209.77	780.46	990.23	10.00	State Govt. have not yet accepted the

S.No.	Location	Rly's Share	State Govt's Share	Total Cost	Funds allotted upto 31.3.90	Progress/Remarks
1	2	3	4	5	6	7
6.	Bhubaneswar (Mausima Mandir)	135.98	291.80	427.78	2.00	State Govt. have not yet accepted the estimate.
7	Rayagada	275.00	271.00	546.00	125.00	Tender work has been taken up.

Setting up of Industries by NRIs in Maharashtra

2232. SHRI BALASAHEB VIKHE PATIL: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have received any proposals from Non-resident Indians for setting up industries in Maharashtra and other States;

(b) if so, the details thereof; and

(c) the action taken or proposed to be

taken on such proposals?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Yes, Sir.

(b) and (c). Since the inception of the Special Approval Committee (NRI) in November, 1983, 163 approvals have been accorded (upto December, 1989) for issue of letters of Intent/SIA Registrations, foreign collaborations and Capital Goods imports in the State of Maharashtra. The total number of approvals accorded by this Committee have been 847. The State-wise details of approvals are given in the statement given below.

STATEMENT

<i>Sl. No.</i>	<i>State</i>	<i>No. of Approvals</i>
<i>1</i>	<i>2</i>	<i>3</i>
1.	Andhra Pradesh	76
2.	Bihar	1
3.	Dadra & Nagar Haveli	5
4.	Delhi	149
5.	Goa	7
6.	Gujarat	70
7.	Haryana	46
8.	Himachal Pradesh	9
9.	Jammu & Kashmir	1
10.	Karnataka	58
11.	Kerala	18
12.	Madhya Pradesh	24
13.	Maharashtra	163

<i>Sl. No.</i>	<i>State</i>	<i>No. of Approvals</i>
<i>1</i>	<i>2</i>	<i>3</i>
14.	Orissa	8
15.	Pondicherry	4
16.	Punjab	14
17.	Rajasthan	19
18.	Tamil Nadu	43
19.	Uttar Pradesh	71
20.	West Bengal	9
21.	Daman & Diu	1
22.	Not indicated	51
<i>Total</i>		847

[*Translation*]

**Railway Line Between Ranchi Road -
Hazaribagh and Kuderama**

2233. PROF. YADU NATH PANDEY:
Will the Minister of RAILWAYS be pleased to
state:

(a) whether there is a long pending
demand to provide rail link between Ranchi
road station, Hazaribagh and Kuderama in
Bihar;

(b) if so, whether Government have
chalked out any plan and conducted a sur-
vey in this regard;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI
GEORGE FERNANDES): (a) Yes, Sir.

(b) to (d). Survey for a new BG line from
Ranchi to Giridih via Hazaribagh and Kuder-
ama was conducted in 1980. The 196 km
long line was estimated to cost Rs. 55 crores
at the then prevailing price level. The project
was not found financially viable. Due to acute
constraint of resources and heavy commit-
ments in hand, it is difficult to consider this
project at present.

**Coal Production Release and Wagon
Loading by Central Coalfields Ltd.**

2234. SHRI RAMASHRAY PRASAD
SINGH: Will the Minister of ENERGY be
pleased to state:

(a) whether the production, release and
wagon loading of coal in Central Coalfields

Limited has exceeded its target during 1989-90;

(b) whether other subsidiaries of the Coal India Limited are lagging behind in this regard;

(c) if so, the details and reasons therefor; and

(d) the steps proposed to be taken by

Government in this regard?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Central Coalfields Limited have exceeded their target for production and wagon loading during the first 11 months of the current year.

(b) and (c). The position regarding coal production and wagon loading for each CIL subsidiary company is given below:—

<i>Company</i>	<i>Coal Production April, 1989 to Feb,' 90</i>			<i>Wagon loading April, 1989 to Feb', 90</i>		
	<i>Target</i>	<i>Actual</i>	<i>Variation (million tonnes)</i>	<i>Target</i>	<i>Actual</i>	<i>Variation (Four wheeler wagons per day)</i>
ECL	27.26	21.10	-6.16	2638	2242	-396
BCCL	24.56	23.26	-1.30	2590	2203	-387
CCL	24.68	25.12	+0.44	2635	2645	+10
NCL	20.80	20.86	+0.06	650	829	+179
WCL	20.14	20.15	+0.01	1387	1317	-70
SECL	45.34	45.89	+0.55	3486	3362	-124

The main shortfall in production has been in ECL and to smaller extent in BCCL. Both have suffered from unreliability of power supply. ECL's production declined for other reasons also including poor performance of underground mines, some delay in projects, non-availability of land, stoppage of work. Rail loading is less than target in ECL mainly because of lower production and in BCCL because of production shortfall as well as slow off take. The performance of the WCL and SECL is only marginally below target.

(d) Steps have been taken to tone up the management where required and render assistance to CIL in overcoming constraints

in production and movement.

Quota of Berths in Bareilly

2235. SHRI RAJVEER SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a persistent public demand for increasing the quota of berths at Bareilly junction in all classes;

(b) if so, whether Government propose to increase this quota; and

(c) if so, when and the extent thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Some representations have been received.

(b) and (c). An additional quota of two berths in A.C. sleeper and 6 in IInd Class has been allotted by 12 Dn. Kumaon Express from 1.2.1990. There is no proposal to increase the quota in other trains.

[English]

Railway Overbridges in Tamil Nadu

2236. DR. K. KALIMUTHU: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway overbridges under construction in Tamil Nadu and the stage of construction at each of these sites;

(b) the details of plans and estimates already sanctioned;

(c) new proposals, if any, received by the railway authorities; and

(d) priority given by Tamil Nadu Government for new proposals forwarded to the Railways?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Eight Nos. A statement indicating the present progress of the works is given below.

(b) A statement is given below.

(c) Fourteen new proposals for construction of road over/underbridges near Kandambakkam, Pachchakuppam, Dindigul, Royapuram (North Beach Road), Chetpet, Saidapet, Meenambakkam, Tambaram, Panruti, Ulundurpet, Madurai, Villivakkam, Singanallur and Washermanpet (Monegar Choultry) have been received.

(d) The Government of Tamil Nadu have given priority for road overbridges at Kandambakkam, Pachchakuppam, Dindigul and Royapuram (North Beach Road).

STATEMENT

(a) and (b). The details of road over/underbridges whose plans and estimates have already been sanctioned are as under:—

S.No.	Name of work	Total Cost	Rly's share	State Govt's share	Progress on bridge proper (Rly's Portions)	Progress on approaches (State Govt's portion)
1	2	3	4	5	6	7
1.	Road underbridge between Mambalam and Saidapet.	187.51	76.83	110.68	80%	—
2.	Road underbridge between Palo vanthangal and Meenambakkam.	163.05	80.18	82.87	5%	—
3.	Road overbridge between Sholavandan and Samayanallur.	168.23	83.47	84.76	80%	—
4.	Road overbridge between Salem Town & Salem Market.	214.49	84.49	130.00	100%	83%

(.....Rupees in lakhs.....)

S.No.	Name of work	Total Cost	Rly's share	State Govt's share	Progress on bridge proper (Rly's Portions)	Progress on approaches (State Govt's portion)
					(.....Rupees in lakhs.....)	
1	2	3	4	5	6	7
5.	Road overbridge between Tondiarpet and Tiruvottiyur.	357.96	109.10	248.86	100%	10%
6.	Road underbridge between Wimco Nagar & Ennore.	204.71	80.51	124.20	99%	80%
7.	Road underbridge near St. Thomas Mount Station.	257.95	110.31	147.64	Tender work has been taken up	
8.	Road overbridge between Ambathurai & Kodai-Kanal Road.	128.27	63.47	64.80	Work recently commenced.	Not started.

Electric Connections in Resettlement Colonies

2237. SHRI RAVINARAYAN PANI: Will the Minister of ENERGY be pleased to state:

(a) whether the Delhi Electric Supply Undertaking is providing domestic electric connections to the residents of resettlement colonies in Delhi;

(b) if so, the names of the resettlement colonies where domestic light connections are proposed to be provided during the current year;

(c) if not, the reasons therefor;

(d) whether Government are aware that the residents of these colonies are using electricity directly from service poles paying to the DESU officials for the use of electricity; and

(e) if so, the steps taken or proposed to be taken in this regard?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). According to the Delhi Electric Supply Undertaking (DESU) about 40 resettlement colonies in Delhi have already been electrified on behalf of the Delhi Development Authority (DDA). Electric connections are released to the consumers in these colonies on completion of usual commercial formalities. Any new scheme for electrification of a resettlement colony is required to be sponsored and financed by the concerned colonising agency. At present, electrification of 319 additional plots in 'F' Block, Mangolpuri is in progress.

(d) and (e). According to DESU, some cases of theft of electricity direct from the service lines have been detected in the un-electrified resettlement colonies. No DESU

employee is reported to be involved in such cases. DESU have already intensified the raids to check theft of power.

Conversion of Manmad-Aurangabad-Parli Vajinath Railway Line

2238. SHRI ARVIND TULSHIRAM KAMBLE: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made in the conversion work of Manmad-Aurangabad-Parli Vajinath via Parbhani metre gauge line into broad gauge;

(b) the total outlay for this work and the amount spent so far;

(c) whether Government propose to issue any debentures for raising funds for this work; and

(d) if so, the quantum of these debentures and when these will be issued?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) The physical progress on Manmad-Aurangabad upto February, 1990 is 63%, which is commensurate with the funds provided for the project. Due to constraint of resources work on remaining portion of the project could not be taken up.

(b) The expected expenditure upto 31.3.1989 is Rs. 31.36 Crores. An outlay of Rs. 14 crores has been proposed during 1990-91.

(c) and (d). Government of Maharashtra had indicated that they would be funding this project by raising debentures. Final proposal has not yet been received from the State Government.

Petrol/Diesel Retail Outlets in Tamil Nadu

(c) if so, the details thereof and the steps taken in this regard; and

2239. SHRI P.R.S. VENKATESAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(d) if not, the reasons therefor?

(a) the number of petrol and diesel retail outlets in Tamil Nadu, districtwise,

(b) whether it is proposed to open some more petrol and diesel retail outlets in Tamil Nadu;

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (d). As on 1.3.1990, there were 1395 Retail Outlets (petrol/diesel) in the State of Tamil Nadu, and 40 more Retail Outlets (petrol/diesel) are planned in the State. District-wise details are given in the statement below. These are at various stages of processing.

STATEMENT

		<i>Existing Retail Outlets as on 1.3.1990</i>	<i>Retail Outlets Planned up to Marketing plan 1987-88</i>
1.	Chinglepet	36	3
2.	Coimbatore	150	3
3.	Changai Anne	388	—
4.	Chidambaram	42	—
5.	Dharampuri	45	2
6.	Dindigul	11	—
7.	Kamaraj	36	1
8.	Kanyakumari	25	1
9.	Madras City	167	8
10.	Madurai	74	6
11.	North Arcot	81	4
12.	Nilgiris	25	1
13.	Muthuramalingam	4	—

		<i>Existing Retail Outlets as on 1.3.1990</i>	<i>Retail Outlets Planned up to Marketing plan 1987-88</i>
14.	Periyar	78	—
15.	Pusumpon Thevar Thirumagan	13	—
16.	Puddukottai	26	1
17.	Quaid-E-Millath	14	—
18.	Ramanathapuram	22	—
19.	Ramnad	14	2
20.	South Arcot	78	—
21.	Salem	117	5
22.	Trichy	99	2
23.	Thanjavur	86	1
24.	Tirunelveli	60	—
25.	Tiruvannamalai	4	—
		1395	40

**Joint Ventures with British Gas Com-
pany**

2240. SHRIMATI CHENNUPATI
VIDYA:
SHRI MADHAVRAO SCINDIA:
SHRI C.K. KUPPUSWAMY:

Will the Minister of PETROLEUM AND
CHEMICALS be pleased to state:

(a) whether Government have received
any proposals from the British Gas Com-
pany for setting up of Joint Ventures with

Indian Companies in the field of oil and gas
development both in India and for overseas
operations; and

(b) if so, the details thereof and the
reaction of Government thereto?

THE MINISTER OF PETROLEUM AND
CHEMICALS (SHRI M.S. GURU-
PADASWAMY): (a) to (b). A delegation of
the British Gas Company, which visited India
recently, had indicated their interest, inter-
alia, in setting up joint ventures in the field of
oil and gas development. No specific pro-

posal has, however, been received in the Ministry for setting up a joint venture from the British Gas Company.

[Translation]

Adulteration in Petrol and Diesel

2241. SHRIGULAB CHAND KATARIA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government propose to give the powers of investigation against traders indulging in adulteration in petrol and diesel with kerosene to police and Department of Civil Supplies

(b) if so, the details in this regard,

(c) the number of cases of adulteration registered against petrol and diesel dealers in Rajasthan during the last one year, and

(d) the number of persons convicted on this account and action taken against them?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M S GURU-PADASWAMY) (a) and (b) Powers to take action against traders indulging in malpractices in essential commodities have already been delegated to State Governments/U Ts under the E C Act, 1955

(c) No case is reported to have been registered in this regard

(d) Does not arise

Dam on Badhakar River

2242. SHRI R L P VERMA: Will the Minister of ENERGY be pleased to state,

(a) whether the project of constructing a dam on Badhakar river in Bhalpehri (Gandey block) under Girdih District of Bihar has

been pending for several years with Damodar Valley Corporation;

(b) whether Government propose to provide necessary funds to the Damodar Valley Corporation for constructing the dam on the Badhakar river;

(c) if so, by what time; and

(d) if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (d). The Damodar Valley Corporation had sent the Project Feasibility Report for Balpahari Dam to the participating Governments of Bihar and West Bengal in November, 1987 for their concurrence. The Government of Bihar has not shown interest in the Project as there is no water in the Damodar-Barakar basin in Bihar's quota. The Government of West Bengal has also not conveyed its concurrence to the proposal so far.

Patratu and Barauni Power Plants

2243. SHRI TEJ NARAYAN SINGH: Will the Minister of ENERGY be pleased to state:

(a) whether there has been considerable decline in the power production of Patratu and Barauni power plants in Bihar; and

(b) if so, the reasons therefor and the steps taken or proposed to be taken by Government to tide over the shortage of power in Bihar?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) During April, 89—February, 90, generation of power at Patratu and Barauni power plants in Bihar has been 96.6% and 62.2% respectively, as compared to the same period last year.

(b) The main reason for low generation is due to long duration outages of various units. In order to tide over the power shortage in Bihar, a number of measures have been taken which include expediting commissioning of new generating capacities, implementation of short gestation projects, implementation of centrally sponsored Renovation & Modernisation programme for improving the performance of existing power stations, reducing transmission and distribution losses, implementation of demand management and energy conservation measures, arranging transfer of energy from surplus to deficit areas, intensive monitoring of the grid operations and coordination of power supply position in the region, etc.

[English]

Availability of Life Saving Drugs in Kashmir Valley

2244. PROF. SAIF-U-DIN SOZ: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Union Government have received any reports regarding non-availability of life saving drugs in Kashmir Valley during February, 1990; and

(b) if so, the remedial action taken in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) No, Sir.

(b) Does not arise.

Profits by Public Sector Units

2245. SHRI Y.S. RAJASEKHAR REDDY: Will the Minister of INDUSTRY be pleased to state:

(a) the profits incurred by the public sector units during the first half of current financial year;

(b) the profits earned by oil industries sector and non-oil industries sector, separately; and

(c) how these compare with profits incurred during the corresponding period of last year?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) According to the provisional unaudited figures received from 178 out of 22 operating central public sector enterprises the total net profit earned during the first six months of 1989-90 was Rs. 1103.25 crores.

(b) and (c). Net profits/losses of 178 central public sector enterprises during the first six months of 1989-90 as compared to 179 enterprises from who information was received during the corresponding period last year in the oil and non-oil sectors based on their provisional unaudited figures were as under:-

(Rs. in crores)

	Net Profit (+) / loss (—)	
	1989-90	1988-89
Oil Sector	(+) 1312.61	(+) 1036.53
Non-Oil Sector	(—) 209.36	(—) 342.34
Total	(+) 1103.25	(+) 694.19

[Translation]

'Palace on Wheels' Train Service

2246 SHRI GIRDHARI LAL BHAR-
GAVA
SHRI Y S RAJASEKHAR
REDDY

Will the Minister of RAILWAYS be pleased to state

(a) whether the coaches of the tourist train 'Palace on Wheels' are not likely to remain rail-worthy after 1990,

(b) if so, the plans of Government for continuing this train service after 1990,

(c) whether there is a proposal to replace the existing coaches by new ones or to make those serviceable, and

(d) if so, the details in this regard and the expenditure likely to be incurred thereon?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES) (a) and (b) Yes Sir. The existing coaches will be made fit to run upto 1990-91.

(c) and (d) There is a proposal to replace the existing coaches by new ones by October, 1991 at an estimated cost of Rs 6.24 Crores.

**Overbridges near Sitamarhi and Pupri
Railway Stations in Bihar**

2247 SHRI HUKMDEO NARAYAN YADAV Will the Minister of RAILWAYS be pleased to state

(a) whether Government have received any representations for the construction of an overbridge on railway crossing near Sitamarhi and Pupri stations in Bihar, and

(b) if so, the steps taken so far in regard thereto?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) The Railways can take action in the matter, only after firm proposals for the works are sponsored by the State Government, duly consenting to bear the cost as per rules.

**Compensation to Persons Displaced
due to Karnal Refinery**

2248 SHRI KAPIL DEV SHASTRI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) the extent of land (in acres) acquired for setting up of Karnal refinery and the number of farmers affected thereby;

(b) whether compensation has been paid to those farmers whose land have been acquired, and

(c) whether the family members of the said farmers will be given priority in giving jobs in this refinery?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY). (a) and (b). 2143 acres of land including 833 acres of private land has been acquired for the proposed refinery. 163 agriculturist will be affected as a result of acquiring the private land. A compensation of Rs. 2.50 crores has been deposited with the concerned Land Acquisition Collector for payment to the land holders, and the same has been disbursed by the State Government.

(c) Even though there would be no commitment for providing employment to the family members of affected farmers, Indian Oil Corporation would be providing

rehabilitation assistance to the affected persons in accordance with the existing Government instructions.

Air Conditioned Bogle for Vikramshila Express

2249. SHRI JANARDAN YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to attach an airconditioned bogie to 'Vikramshila Express' which runs between Delhi and Bhagalpur; and

(b) if so, when and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No. Sir.

(b) Non-availability of maintenance facilities at Bhagalpur and shortage of Air-conditioned coaches.

[English]

Electrification of Madras-New Delhi Railway Line

2250. SHRI E.S.M. PAKEER MOHAMED: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the programme chalked out for electrification of Madras-New Delhi railway line;

(b) whether the work is behind schedule;

(c) if so, the reasons therefor;

(d) the steps proposed to be taken for expeditious completion of the work; and

(e) when it is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Madras-New Delhi trunk route has been electrified upto Itarsi from Delhi end and upto Nagpur from Madras end. Electrification works on the remaining Itarsi-Nagpur section are in an advanced stage of completion.

(b) Yes, Sir.

(c) A new technology Optic Fibre communication system for block working which is being installed for the first time on the Railways in the Itarsi-Nagpur section is taking more time than anticipated.

(d) Necessary measures have been identified and are being carried out.

(e) During 1990-91.

Technology Mission in Punjab

2251. SHRI KAMAL CHAUDHRY: Will the Minister of INDUSTRY be pleased to state:

(a) whether any technology mission is functioning in Punjab to provide technical know-how to industrial establishments, particularly to medium and small scale units and other centres of developmental activities;

(b) if so, the details thereof and the benefits provided by such a technology mission to the above units/centres;

(c) if not, whether Government have any plan to establish such a technology mission in Punjab; and

(d) if so, when?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) No, Sir.

(b) Does not arise.

(c) There is no such proposal at present.

(d) Does not arise.

Suburban Trains for Ghatkopar

2252. SHRIMATI JAYAWANTI NAV-
INCHANDRA MEHTA: Will the Minister of
RAILWAYS be pleased to state:

(a) whether Government propose to
increase the number of suburban trains for
Ghatkopar, from Dadar to Thane and from
Bombay V.T. to Kurla; and

(b) if so, when and to what extent?

THE MINISTER OF RAILWAYS (SHRI
GEORGE FERNANDES): (a) and (b). In-
crease/improvement in the train services
including suburban trains is a continuous
process subject to operational feasibility and
resource availability.

[*Translation*]

Power Projects of N.T.P.C.

2253. SHRI BRIJ BHUSHAN TIWARI:

Will the Minister of ENERGY be pleased to
state:

(a) the number of ongoing power proj-
ects of N.T.P.C. and the present stage of
these projects; and

(b) the details of the projects out of
these, the completion of which is getting
delayed inordinately and the reasons there-
for?

THE MINISTER OF ENERGY AND
MINISTER OF CIVIL AVIATION (SHRI ARIF
MOHAMMAD KHAN): (a) The National
Thermal Power Corporation (NTPC) are, at
present, operating/executing nine (9) coal
based super thermal power projects and
four (4) gas based power projects. The pres-
ent stage of execution of the various projects
is given in the statement given below.

(b) All project of NTPC have generally
been commissioned on or ahead of sched-
ule. Among the projects not yet fully commis-
sioned, the completion of the Vindhyachal
Stage-I project has been delayed on ac-
count of industrial relations problem and due
to delays in supplied from the Soviet side.

STATEMENT

S.No.	Name of the Project	Capacity	Remarks
1	2	3	4

Coal based Super Thermal Power Projects

1.	Singrauli (Stages I & II)	2000 MW	Fully commissioned
2.	Korba (Stages I & II)	2100 MW	Fully commissioned.
3.	Ramagundam (Stage I & II)	2100 MW	Fully commissioned.
4.	Rihand (Stage I)	1000 MW	Fully commissioned.
5.	Farakka (Stage I, II & III)	2100 MW	Stage-I (600 MW) fully commissioned. Construction activities under Stages II and III are in progress.
6.	Vindhyachal (Stage-I)	1260 MW	A capacity of 1050 MW has been commissioned. The project is expected to be completed by December, 1990.
7.	Kahalgau (Stage-I)	840 MW	Construction activities are in progress
8.	National Capital	840 MW	Construction activities are in progress.

S.No.	Name of the Project	Capacity	Remarks
1	2	3	4
9.	Talcher (Stage-I)	1000 MW	Construction activities are in progress.
<i>Gas Based Projects</i>			
10.	Anta	413 MW	Fully commissioned
11.	Auraiya	652 MW	A capacity of 550 MW has been commissioned. Commissioning activities for the balance capacity are in progress.
12.	Kawas	650 MW	Commissioning activities are in progress.
13.	Dadri	817 MW	Construction activities are in progress.

Release of LPG Connection in U.P.*[English]*

2254. SHRI M.S. PAL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether new cooking gas connections are being released in hilly areas of U.P.;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) Yes, Sir.

(b) During the period 1st April, 1989 to 1st February, 1990 approximately 20,000 LPG connections have been released in the hilly areas of U.P.

(b) Does not arise.

Power Supply to Public Sector Undertakings

2255. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of INDUSTRY be pleased to state:

the number of public sector undertaking which are unable to function at their optimum level for want of required quantity of uninterrupted power supply and the approximate loss per annum?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): As per information available from 81 companies, 21 companies could not function at the optimum level of production for want of required quantity of uninterrupted power supply. The details are indicated in the statement given below.

STATEMENT

ANNEXURE

S.No.	Name of Enterprises	Loss in Quantity	Approximate loss per Annum (in Rs.)
1	2	3	4
1.	Sail Plants	1988-89: 231.2 Th. Tonnes. 1989-90: 168.8 Th. Tonnes (Eleven months)	
2.	Coal India Ltd. & Singareni Collieries Co. Ltd.	(April to Dec. 1989) 2.5 Million Tonnes.	Rs. 75 crores.
3.	Bharat Aluminium Co. Ltd.	2840 Tonnes (1988-89) 2700 Tonnes (1989-90) (upto Feb)	Rs. 8.34 Crores Rs. 8.58 Crores.
4.	Hindustan Vegetable Oils Corpn.	1987-88 : 2584 Mts. 1988-89 : 1394 Mts. 1989-90 : 1968 Mts. (upto Feb.)	

S.No.	Name of Enterprises	Loss in Quantity	Approximate loss per Annum (in Rs.)
1	2	3	4
5.	Mishra Dhatu Nigam Ltd	—	1987-88 Rs. 5.00 Crores. 1988-89 Rs. 7.00 Crores. 1989-90 Rs. 10.00 Crores (estimated)
6.	Hindustan Salts Ltd.	—	Rs. 5.00 Lakhs.
7.	Sambhar Salts Ltd.	—	Rs. 7.00 Lakhs.
8.	National Textile Corpn. (WBABO)	—	1988-89 Rs. 122.83 Lakhs. 1989-90 Rs. 114.58 Lakhs. (upto dec.)
9.	Hindustan Fertilizer Corpn.	Urea	1988-89 Rs. 771.97 Lakhs. 1989-90 Rs. 893.45 Lakhs.
			—
			—
10.	Electronics Corpn. of India	Amonium Sulphate	1988-89 : 1429 MT 1989-90 : 4870 MT
			About 10% of turnover due to delayed supply from sub-contractors.
11.	Cotton Corpn. of India	—	Additional burden of Rs. 40 lakhs in Rajasthan.

S.No.	Name of Enterprises	Loss in Quantity	Approximate loss per Annum (in Rs.)				
1	2	3	4				
12.	Hindustan Corpn. Ltd.	ICC 1988-89	(in Tonnes) 1989-90	KCC 1988-89	(in Tonnes) 1989-90	MCP 1988-89	(in Tonnes) 1989-90
	(i) Ore Milled	8761	14522	2895	1557	3507	4832
	(ii) Blister	21	23	15	13	—	—
	(iii) Wire Bar	155	—	15	—	—	—
	(iv) Concentrate	—	—	—	—	1117	435
13.	National Fertilizers Ltd.	Bhatinda & Panipat Units 39,000 MT of Urea till 88-89 operating at near optimum level during 1989-90.			Rs. 13.0 Crores		
14.	Fertilizer Corpn. of India	1988-89 : 1989-90 : (April to Dec. 1989)	12.2 Th MT 5.5 Th. MT	1988-89 Rs. 125.79 Crores.			

S.No.	Name of Enterprises	Loss in Quantity	Approximate loss per Annum (in Rs.)	
1	2	3	4	
15.	Fertilizer and Chemicals Travancore Ltd.	Nitrogen— 1988-89 : 7.3 Th. T 1989-90 : 24.5 Th. T (April to Dec.)		
		Phosphate—		
		1988-89 : 0.2 Th T		
		1989-90 : 7.1 Th. T		
16.	Hashtnya Chemical and Fertilizer Corpn.	Nitrogen— 1988-89 : 2.8 Th. T 1989-90 : 11.3 Th. T		
17.	Madras Fertilizer Ltd.	Nitrogen— 1988-89: 0.3 Th. T		
18.	Paradeep Phosphate Ltd.	Phosphate— 1988-89 : 5.6 Th. T		
		Nitrogen— 1988-89 : 2.3 Th. T		
19.	National Textile Corpn. (DP & P)	1988-89	1989-90	1989-90
	Yarn—	4.21 Lc/Kg.	1.91 Lc/Kg.	Rs. 33.23 Lakh. 21.81 Lakh.
	Cloth—	5.29 Lc/Kg.	4.63 Lc/Kg.	Rs. 13.00 Lakh. 14.05 Lakh. (April to Dec.)

S.No.	Name of Enterprises	Loss in Quantity	Approximate loss per Annum (in Rs.)
1	2	3	4
20.	Gardenreach Shipbuilders & Engineers Ltd.		1989-90 : Rs. 36.00 Lakh.
21.	Delhi Transport Corporation	Various activities suffered for want of uninterrupted power supply. Loss cannot be computed in terms of money.	

[Translation]

BHEL Project for power generation in Bihar

2256. PROF. SHAILENDRA NATH SRIVASTAVA: Will the Minister of INDUSTRY be pleased to state:

(a) whether Union Government propose to entrust some projects to the Bharat Heavy Electricals Limited to overcome the shortage of power generation in the State;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). The Damodar Valley Corporation which is a statutory body responsible for the unified development of Damodar Valley area falling in the States of West Bengal and Bihar, have placed orders for turbo generators on BHEL for the installation of Bokaro 'B' Thermal Power Station Stage-II (2x210 MW) in Bihar.

(c) Does not arise.

[English]

Cargo Facilities at Indira Gandhi International Airport

2257. SHRI PRATAPRAO B. BHOSALE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to increase the existing cargo facilities at Indira Gandhi International Airport, New Delhi;

(b) if so, the details thereof and reasons for such a move;

(c) whether Government propose to provide the same facilities at Santa Cruz

Airport, Bombay which is handling more international flights;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) A new import wing with an area of 11,193 sq. mtrs. is being constructed. The export wing is being extended to provide an additional area of 10,000 sq. mtrs. The cargo apron and ramp equipment area are also being augmented. The expansion is being done to cope with the volume of Cargo handled at the airport.

(c) and (d). An additional double storied Cargo shed with an area of 14,182 sq. mtrs. is being constructed in the import wing of the Cargo Complex at Bombay Airport.

(e) Does not arise.

Licensing Policy for Petrochemical Projects

2258. SHRI VIDYADHAR GOKHALE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the industrial licensing policy for allocation/distributions of project, especially petrochemicals;

(b) the number of small and large scale petrochemical industries set up in the country and their licensed capacities, State-wise; and

(c) the details of letters of intent, carry on business licences, industrial licences/ expansion permissions granted to various existing/proposed industries during the period from August, 1989 to December, 1989?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) The industrial licensing of Petrochemicals is done on techno-economic considerations.

(b) and (c). The time and labour involved in collecting the requisite information will not be commensurate with the results to be achieved.

[Translation]

Starting of Maharashtra Express From Gondia

2259. **DR. KHUSHAL PARASRAM BOPCHE:** Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to start Maharashtra Express running between Nagpur and Kolhapur from Gondia; and

(b) if so, the time by which it is likely to be done?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

Rehabilitations of Person Displaced due to NCL and Bina Projects

2260. **SHRI SUBEDAR:** Will the Minister of ENERGY be pleased to state:

(a) the number of persons uprooted due to Northern Coalfields Limited, Singrauli and Bina Projects and the number, out of them, who have been rehabilitated by giving plots;

(b) whether the payment of compensation has since been made to them;

(c) if so, the details in this regard includ-

ing the rate at which compensation has been paid;

(d) if not, the reasons therefor; and

(e) the steps taken to provide employment to the families uprooted as a result of the above projects?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) There is no Singrauli Project in the Northern Coalfields Limited. In the case of Bina Project 226 persons who were required to be moved due to acquisition of land, were allotted plots by the State Government of U.P. as a measure of their rehabilitation.

(b) Yes, Sir.

(c) Compensation for lands acquired during 1975-76 was paid at the rate of Rs. 2000/- per acre as per agreement between the representatives of the affected villagers, the State Government and the coal company. For the lands acquired during 1979-82, compensation was paid at the rate of Rs. 7700/- per acre, as per the agreement between the affected villagers local MP and the coal company.

(d) Does not arise.

(e) Preference is given in employment to those whose lands are acquired for coal project, as and when vacancies become available in the course of normal recruitment.

Conversion of Ankleshwar-Rajpipla Railway Line

2261. **SHRI CHANDUBAI DESHMUKH:** Will the Minister of RAILWAY be pleased to state:

(a) whether a survey was conducted to

convert Ankleshwar -Rajpipla railway line into broad gauge; and

(b) if so, the details thereof and the time by which Government propose to undertake this project?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) Survey was carried out for conversion of Ankleshwar-Rajpipla (63 km) line into BG and its extension upto Gora (19 km). The project was then estimated to cost Rs. 30.41 crores with a negative return. Due to acute constraint of resources and heavy commitments for on-going projects, it could not be taken up.

Head Offices of Central Public Sector Units in Bihar

2262. SHRI DASAI CHOWDHARY: Will the Minister of INDUSTRY be pleased to state:

(a) the names of Central Public Sector units in Bihar, whose head offices are located outside the State and the reasons therefor;

(b) whether Government propose to bring all such head offices to Bihar; and

(c) if not, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) There is no such public sector enterprise which has manufacturing/trading unit only in the State of Bihar and whose head office is located outside the state.

(b) and (c). Do not arise.

[English]

Sub-way at Badarpur Railway Crossing

2263. SHRI TARIF SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have undertaken the construction of a sub-way at Badarpur railway crossing;

(b) if so, the present stage of the project;

(c) whether the work is behind schedule;

(d) if so, the reasons therefor; and

(e) when it is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes Sir.

(b) Overall progress is 40%.

(c) No Sir.

(d) Does not arise.

(e) Work is likely to be completed by December 1991.

New Train Services in Kerala

2264. SHRIRAMESHCHENNITHALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to start new train services in Kerala in view of the increased passenger traffic; and

(b) if not, the reason thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir. A weekly express train is being introduced between Jammu Tawi and Mangalore/

Tiruchchirappalli from May, 1990 Time Table.

(b) Does not arise.

Small and Large Scale Industries in Orissa

2265. SHRI K.PRADHANI: Will the Minister of INDUSTRY be pleased to state:

(a) the number of small and large scale industries in Orissa, at present;

(b) whether Government have issued any letters of intent/industrial licences to expand some of these units; and

(c) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Information/Data in respect of industries set up in the country, including Orissa State, is not being maintained centrally in the Ministry of Industry.

(b) A total number of 58 letters of Intent and 14 Industrial Licences have been issued during the last three years i.e. 1987, 1988, 1989 for setting up units in Orissa. Of the above letter of Intent and Industrial Licences, a total number of 5 Letters of Intent and 3 Industrial Licences have been issued for expansion of capacity of the units in Orissa during the above period.

(d) Details, such as name and address of the Undertaking, location, item(s) of manufacture and capacity in respect of all Letters of Intent and Industrial Licences issued are published regularly by the Indian Investment Centre in their 'Monthly Newsletter'. Copies of this publication are being sent to the Parliament Library regularly.

Expansion of Hindustan Newsprint Limited Vellor, Kerala

2266. SHRI P.A. ANTONY: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is any plan for expansion of the Hindustan Newsprint Limited Unit at Vellor in Kerala;

(b) if so, the details thereof;

(c) whether Kerala Government has agreed to provide necessary land and raw material for the expansion programme; and

(d) if so, the details in this regard and if not, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (d). The Hindustan Newsprint Limited has a proposal for the expansion of its existing capacity depending on the availability of raw-material. HNL has approached the Government of Kerala in this connection. The Government of Kerala has constituted a Committee to go into the question of captive plantation by HNL.

Development of Maruti Cars and Accessories

2267. SHRI H.K.L.BHAGAT: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is any time-bound plant of the Maruti Udyog Ltd. for development and indigenisation of cars and accessories; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Yes, Sir.

(b) The cumulative indigenisation likely to be achieved during 1989-90 and planned for 1990-91 is as under:

	1989-90	1990-91 (Planned)
Car	90%	93.3 %
Omni	87%	92.5%
Gypsy	65.7%	74.3%

[Translation]

Power Project of Rajasthan

2268. SHRIGOPAL PACHERWAL: Will the Minister of ENERGY be pleased to state:

(a) the number of existing power projects in Rajasthan and their power generating capacity;

(b) whether Rajasthan Government has submitted any proposals to the Central Electricity Authority for setting up new power projects in the State; and

(c) if so, the details of projects, out of them to which technical and financial approval has since been accorded?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The installed capacity of the five existing generation projects of Rajasthan State Electricity Board is 1060 MW.

(b) and (c). According to information received from Rajasthan State Electricity Board, Kota Thermal Power Station-III (1x210 MW) has since been techno-economically cleared by Central Electricity Authority and investment sanction accorded by Planning Commission in February, 1989.

[English]

Expenditure on HBJ Gas Pipeline

2269. SHRI BABUBHAI MEGHJI SHAH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the cost of construction of the Hazira-Bijaipur-Jagdishpur (HBJ) pipeline, originally estimated and the actual expenditure incurred on this project; and

(b) the amount spent on imported material for this project?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) The Original approved cost of the HBJ pipeline, excluding the extension to Delhi which was approved subsequently, was Rs. 1700.17 crores, out of which the actual expenditure till February 1990 was Rs. 1582 crores. Now it is anticipated that the cost, excluding the cost of extension of Delhi, would be Rs. 1748 crores.

(b) The total value of imported supplies is estimated at about Rs. 756 crores.

[Translation]

Measure to prevent fires in Industries

2270. SHRI RAMLAL RAHI: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government had constituted any committee to suggest measures to prevent fires and to immediately control it in large and small scale industries producing highly inflammable items;

(b) if so, the recommendations made by the committee; and

(c) the details of recommendations implemented so far?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c): According to the information received from the Department of Petroleum and Natural Gas, a Committee to review major fire accidents in oil refineries in the past and to make recommendations to prevent its recurrence was constituted by them on 27.7.89. The Committee has not yet submitted its report.

Recruitment of Sports Persons

2271. SHRI RAM LAL RAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether sports persons of national and international fame are recruited by the railways;

(b) if so, the criteria adopted for their recruitment;

(c) the number of sports persons recruited since 1987;

(d) whether these criteria are being scrupulously observed by the Railways; and

(e) if not, the reasons thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) Broadly stated, obtaining at least the third position (or 4th in team games) in National Championship, Inter-University

Championships or National games for schools in the games recognised by the Railway Sports Control Board.

(c) About 880 sportspersons were recruited since 1987, by the Zonal Railways and Production Units.

(d) Yes, save in certain cases.

(e) In certain cases sportspersons are appointed on the basis of their inherent potential for achieving excellence, after trials conducted by experts where considered necessary and with the approval of the competent authority.

[English]

Changes in Timings and Introduction of Trains in Palghat Division

2272. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any representation have been received to increase the number of stoppages and to change the timings of the Malabar Express, the Cannanore-Cochin Express, the Link Express and the Madras Mail from Mangalore;

(b) if so, the details thereof;

(c) whether any change in timing of trains or any new trains are also proposed to be introduced in Palghat Division; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) No, Sir.

(c) and (d): A new weekly express train between Mangalore/Tiruchchirappalli and

Jammu Tawi is being introduced from May, 1990 Time Table.

Licences for Distilleries In Kerala

2273. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of licences for distilleries granted in Kerala to the private sector during the last three years;

(b) the number of distilleries functioning in the joint sector in Kerala as on 31 December, 1989;

(c) whether applications for sanction of more distilleries in the private, public or joint sector in Kerala are pending before the Union Government; and

(d) if so, the decision taken thereon?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (d). The required information is being collected and will be laid on the Table of the House.

Development of Airfields

2274. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the names of airfields proposed to be taken up for expansion and/or development during 1990-91; and

(b) the total allocation made for development of airfields during 1990-91?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The following

airfields which belong to International Airport Authority of India, National Airport Authority and Ministry of Defence are proposed to be developed/taken up for expansion during 1990-91.

Delhi, Bombay, Calcutta, Madras (International Airports), Ahmedabad, Bangalore, Belgaum, Bhubaneswar, Bhub, Bhopal, Coimbatore, Dabolim, Dimapur, Hyderabad, Gwalior, Lucknow, Lilabari, Mangalore, Nagpur, Passighat, Pondicherry, Salem, Tirupati, Tura, Tuticorin, Trivandrum, Varanasi and Vijawayada (Domestic civil airports); Arkonam, Diglipur, Visakhapatnam and Port-Blair (Defence airfields).

(b) The amount allocated by the International Airport Authority of India and National Airport Authority for development of their airfields during 1990-91 is of the order of Rs. 65.00 crores and Rs. 62.10 crores respectively. The allocation for the development of the airfields by the Ministry of Defence will be known after the Budget for 1990-91 is adopted by the Parliament.

Industrial Sickness

2275. SHRI MULLAPPALLY RAMACHANDRAN:
SHRI CHITTA BASU:

Will the Minister of INDUSTRY be pleased to state:

(a) whether any study group has been appointed to look into the growing industrial sickness; and

(b) if so, the details of its constitution and functions of the study group?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) No, Sir.

(b) In view of (a) above, does not arise.

Transportation of Coal to Thermal Power Station in Tamil Nadu

2276. SHRIJANARDHANAPOOJARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Tamil Nadu Government has requested the Railways for transportation of coal for its thermal power stations from Assam; and

(b) if so, the action taken by the Railways in this regard ?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise

Linking of Calcutta by Airlines

2277. SHRI SANAT KUMAR MANDAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any long-term plan has been framed or is being framed to put Calcutta back on the world map and to link all big airlines to it; and

(b) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). To promote Calcutta, the Calcutta airport has been fully equipped for handling international traffic like three other international airports. During bilateral air Services Talks with foreign countries, Calcutta is invariably offered as a point for the foreign airlines on concessional terms.

Gas Based Power Plant at Anta in Rajasthan

2278. CH. JAGDEEP DHANKHAR: Will the Minister of ENERGY be pleased to state:

(a) whether there is any proposal from the National Thermal Power Corporation to double the capacity of existing gas based power station at Anta in Rajasthan;

(b) if so, the details thereof; and

(c) the reaction of Government thereto?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). The Feasibility Report for the setting up of the Anta gas based power project Stage-II (430 MW) by the National Thermal Power Corporation has been techno-economically appraised by the Central Electricity Authority. The project proposal could be processed further for investment approval after the various inputs, such as, gas linkage etc. are tied up, and the various clearances-including that from the environmental and forestry agencies- are available.

Supply of Natural gas to Rajasthan

2279. CH. JAGDEEP DHANKHAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Rajasthan Government has request Union Government for allotment of suitable portion of associated gas from the proposed gas grid from Gujarat to Rajasthan; and

(b) if so, the details in this regard and the action taken thereon?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) Yes, Sir.

(b) The State Government had requested that gas from Gujarat should be given for industries to be put up in the bordering areas of Rajasthan. As the entire gas presently available in Gujarat area has already been committed, it has not been possible so far to commit gas to Rajasthan State from Gujarat area. However, at present gas is supplied through the HBJ Pipeline for the NTPC power plant at Anta in Rajasthan.

Discovery of Coal Reserves

2280. SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR: Will the

Minister of ENERGY be pleased to state:

(a) whether any new coal reserve areas have been located in the country during 1989-90; and

(b) if so, the extent of coal deposits discovered in those areas?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Yes, Sir. During 1989-90 (upto 1.1.90), the following additional coal reserves have been discovered in various areas as indicated below:

<i>Name of Coalfield</i>		<i>Additional reserves of Coal in million tonnes</i>
(1)		(2)
<i>West Bengal</i>		
(i)	Domra-Panagarh	330.51
<i>Bihar</i>		
(i)	East Bokaro	419.61
(ii)	West Bokaro	81.00
(iii)	North Karanpura	79.00
(iv)	South Karanpura	738.03
(v)	Rajmahal	703.23
<i>Madhya Pradesh</i>		
(i)	Pench-Kanhan	231.06
(ii)	Sohagpur	62.05
(iii)	Korba	2508.46
(iv)	Mand Raigarh	600.42
(v)	Ramkola-Tatapani	433.33

<i>Name of Coalfield</i>		<i>Additional reserves of Coal in million tonnes</i>
(1)		(2)
<i>Maharashtra</i>		
(I)	Chandwa-Wardha	147.39
<i>Andhra Pradesh</i>		
(i)	Godavari	510.44
<i>Orissa</i>		
(i)	Ib River	2011.98
(ii)	Talchar	692.92
<i>North-Eastern-Region</i>		
(i)	Dilli-Jeyapore	12.65
(ii)	Minor coalfields in Nagaland	7.89
Grand Total		9571.97

Ceiling limit for residential accommodation for BHEL Officers in Delhi

2281 SHRI SHANKERSINH VAGHELA Will the Minister of INDUSTRY be pleased to state

(a) whether the ceiling limit of leased residential accommodation for various categories of BHEL officers in Delhi is at par with that for other leading public sector undertakings like the National Thermal Power Corporation, the Steel Authority of India Limited, the Oil and Natural Gas Commission and the Indian Oil Corporation etc. and

(b) if not the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH) (a) and (b) While the pre-

scribed rates for leasing residential accommodation for various categories of officers of Public Sector Undertakings in Delhi may be different, the ceiling for company leased residential accommodation for various categories of officers in BHEL is based on the guidelines issued by the Bureau of Public Enterprises from time to time

[Translation]

Gas Based Power Project in Madhya Pradesh

2282 SHRI PYARELAL KHANDEWAL Will the Minister of ENERGY be pleased to state

(a) whether any proposals submitted by Madhya Pradesh Government to set up gas-

based power projects in Gwalior, Rajgarh (Beavra), Guna and Jhabua Districts of Madhya Pradesh are under the consideration of Government; and

(b) if so, when these proposals are likely to be approved?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). The Madhya Pradesh Electricity Board forwarded the project reports for Gwalior, Guna, Jhabua and Rajgarh gas power plants of 450 MW (3x100 MW Gas Turbine + 1x150 MW steam turbine) capacity at each location in October, 1988.

The proposals could be approved by the Central Electricity Authority after the availability of all essential inputs, including the confirmation of supply of gas, on a sustained basis; and environmental clearance etc. are obtained by Madhya Pradesh Electricity Board.

[English]

Cancellation of Puri Bound Trains

2283. SHRI BHAKTA CHARAN DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether Asansole-Puri passenger and Howrah-Puri passenger trains have been cancelled;

(b) if so, since when and the reasons therefore; and

(c) when these trains are proposed to be re-introduced?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) Run of 337/398 Asansol-Puri Pas-

senger was curtailed on Puri-Kharagpur section from 26.1.1987. The train was fully cancelled from 1.5.1988. 203/204 Howrah-Puri Passenger was cancelled from 1.11.1988. The trains were cancelled as a part of rationalisation to train services.

(c) There is no proposal to restore these trains.

Upgradation of Metre-Gauge Lines

2284. SHRI BHAGEY GOBARDHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have finalised plans for upgradation of metre gauge system in the country;

(b) the zone-wise break-up of such lines to be undertaken during 1990-91; and

(c) the time by which the whole net work of metre-gauge lines is likely to be upgraded?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Upgradation of the Metre Gauge System is a continuous process. Action is in progress to develop suitable technology for the purpose including higher capacity wagons and coaches with higher speed potential, more powerful locomotives, strengthening of track and bridges and signalling improvements.

(b) Upgradation of infrastructure, both track and signalling for permitting speeds upto 100 km/h is in progress in Guwahati-Lumding Section of Northeast frontier Railway. Besides, Madras-Madurai Section of Southern Railway has been chosen as a pilot route for development of requisite technology for higher speeds upto 120 Km/h.

(c) No target date for the purpose has been fixed.

Passenger Amenities at Railway Stations In Orissa

2285. SHRI BHAGEY GOBARDHAN: Will the Minister of RAILWAYS be pleased to refer to the reply given on 5 May, 1989 to Unstarred Question No. 8288 regarding upgradation of railway stations in Orissa and state:

(a) the progress so far made in making up the deficiencies in basic amenities, like platforms, waiting halls, drinking water, lighting, toilets; etc. at all railway stations in Orissa; and

(b) when the work is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). An Action Plan has been formulated to identify deficiencies in respect of basic amenities, as per norms, at all the stations including those in Orissa. Action has been taken to ensure that these deficiencies are eliminated by 1990-91, subject to availability of funds

Import of Coal

2286. SHRI HARADHAN ROY: Will the Minister of ENERGY be pleased to state.

(a) whether Government propose to continue import of coal;

(b) if so, the quantity and cost thereof during 1990-91;

(c) whether there is any plan for proper utilisation of coal through blending washing etc. to stop import; and

(d) if so, the likely investment during Eighth Plan as compared to that of Seventh Plan?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Yes, Sir.

During 1990-91, it is tentatively proposed to import 5.30 million tonnes of coking coal of CIF value Rs. 603.67 crores at current prices for use in Integrated Steel Plants.

(c) and (d). With a view to bring down the ash percentage of coal for supply to steel plants and thereby reduce imports, the coal companies have already taken up modernisation of washeries at an estimated cost of Rs. 132 crores to be completed by 1992-93. The total investment in washeries during the Seventh Plan period is expected to be about Rs. 168 crores and that in the Eighth Plan period has been tentatively estimated at Rs. 484 crores.

Requirement of Coal and Lignite

2287. SHRI HARADHAN ROY: Will the Minister of ENERGY be pleased to state:

(a) whether Government have estimated the requirement of coal and lignite during Eighth Plan period;

(b) if so, the details thereof;

(c) whether the shortage of coal is likely to continue during the Eighth Plan period; and

(d) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (d). The Eighth Five Year Plan for the development of coal and lignite industries is yet to be finalised.

Frequency of Asansol-Bardhaman Local Train

2288. SHRI HARADHAN ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to increase the frequency of the existing Asan-

sol-Barddhaman local of Eastern Railway;

(b) if so, the details thereof; and

(c) if not, the reasons thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

(c) Resource and operational constraints.

New Passenger Trains for Kerala

2289. PROF. K.V. THOMAS:
SHRI K. MURALEEDHARAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to run more trains to Kerala from New Delhi; Bombay and other places during 1990-91 in view of heavy traffic;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). New trains are introduced at the time of revision of Time Tables twice in a year. In May '90 Time Table a weekly express train between Jammu Tawi-New Delhi-Mangalore is being introduced.

(c) Does not arise.

Prices of Finished Leather

2290. SHRI M. ARUNACHALAM: Will the Minister of INDUSTRY be pleased to state:

(a) whether there has been abnormal

increase in the price of finished leather in West Bengal;

(b) whether smuggling of raw hide across the border to Bangladesh has adversely affected the small leather units in West Bengal; and

(c) the action being taken by Union Government to help the small scale units?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Yes, Sir.

(b) Government is not aware.

(c) Government has taken the following policy measures for the benefit of leather industry.

(a) Export of raw hides and skins have been banned since licensing year 1973-74.

(b) Export of semi-finished leather are allowed under limited ceiling which is also likely to be discontinued with effect from 1.4.90.

(c) Export of finished leather is allowed, but CCS has been withdrawn w.e.f. 1.4.87. In addition, Government is reviewing the export policy keeping in view to make finished leather available for leather goods manufacturers.

(d) Duty free import under OGL has been allowed of raw-hides/skins/chrome tanned leather, crushed leather and finished bovine leather to augment availability of leather to production units at international price.

Wage accords in Public Sector Units

2291. PROF. K.V. THOMAS: Will the Minister of INDUSTRY be pleased to state:

(a) the number of wage accords provisionally agreed to and signed by the unions and managements of public sector units and awaiting final approval of Union Government; and

(b) the reasons for delay in their approval?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Twenty-eight Memoranda of Understandings for revision of wages, processed through the Bureau of Public Enterprises, are awaiting approval of Government.

(b) Discrepancies in the proposals requiring clarifications and substantial variations in the various items of the wage structure are the main reasons for delay.

Policy to share goods transport by rail and road

2292. SHRI MANORANJAN BHAKTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had framed a policy for sharing of goods transport by rail and road;

(b) if so, whether this policy has been observed by the Railway during the last three years; and

(c) if so, details thereof and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Transport policy is aimed at optimal sharing of traffic by different transport modes including rail and

road, so that the transport costs to the economy are minimum.

(b) and (c). Keeping in view the above policy, the Railways have been concentrating particularly on long and medium lead traffic of bulk commodities, as the Railways are better suited for this type of traffic.

Helicopter services to Hilly and Remote Areas

2293. SHRI MANORANJAN BHAKTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Helicopter Corporation of India has prepared any scheme to link hilly and remote areas of the country by helicopter services; and

(b) if so, the names of the places proposed to be linked?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Pawan Hans Limited had prepared a feasibility report for integrated helicopter services to certain stations in the North-Eastern Region but the Government, after careful consideration, decided not to pursue it.

Losses in Eastern Coalfields Ltd.

2294. SHRIMATI GEETA MUKHERJEE:
SHRI SURYA NARAYAN SINGH:

Will the Minister of ENERGY be pleased to state:

(a) whether the Eastern Coalfields Limited (ECL) continues to suffer heavy losses;

(b) if so, the loss suffered by ECL during

the first nine months of 1989-90; and

(c) the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) The actual loss for the nine months period ending December 1989 is likely to be substantially higher than the loss of Rs. 88.5 crores for the same period as per budget estimates for 1989-90

(c) The main reasons for the higher loss are the failure to achieve the targetted production and the increase in costs on account of the implementation of the National Coal Wage Agreement IV which was finalised during the year 1989-90.

Collections by DLF Ltd. for Sale of Plots

2295. SHRI RAM SAGAR (Saidpur): Will the Minister of INDUSTRY be pleased to state:

(a) the amount collected by D.L.F. Ltd. towards offer for sale of plots in Qutab Enclave New Delhi during 1989;

(b) the amount of interest earned by D.L.F. Ltd. on the above;

(c) whether the modus operandi of D.L.F. Ltd. to collect crores of rupees from the public by giving incentive of draw of plots has been studied by Government; and

(d) if so, the details thereof together with steps taken to check such methods to exploit the poor people?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) DLF Universal Ltd. collected Rs. 3540.45 lakh from 23,603 applicants for sale of 101 free-hold residential

plots in DLF Qutab Enclave in the State of Haryana.

(b) The company advanced loans of Rs. 1132.29 lakhs to its subsidiary companies upto one year on interest at the rate of 18 per cent per annum. The company also earned a profit of Rs. 26.88 lakhs in the sale and purchase of units of Unit Trust of India. As on 31.1.90 the investment in the units amounted to Rs. 1604.25 lakhs.

(c) and (d). On the basis of complaints, the Monopolies and Restrictive Trade Practices Commission has ordered preliminary investigation under Regulation 19 (2) (c) of the Monopolies Restrictive Trade Practices Commission Regulations, 1974 into the alleged restrictive and unfair trade practices indulged in by the company. The Commission has also issued notice on the application made for seeking injunction against the company under Section 12A of the Monopolies and Restrictive Trade Practices Act. The Commission, being a quasi-judicial body, is competent to pass appropriate orders under the Act.

Foreign Investment and Technological Collaborations

2296. SHRI INDRAJIT GUPTA: Will the Minister of INDUSTRY be pleased to state:

(a) whether there has been a change in the pattern of foreign collaboration in recent years i.e. a shift from technological collaboration to direct foreign investments; and

(b) if so, the reasons therefor and the number of approvals accorded for foreign investment and technical collaboration separately during the Seventh Plan period, year-wise and country-wise?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). A statement showing the country-wise and year-wise

break-up of foreign collaborations approved during the year 1985 to 1989 is given below. The number of foreign collaborations approved with financial participation of the for-

ign collaborator in the equity of the Indian ventures in relation to the total foreign collaboration approvals during the last five years is as follows:—

<i>Year</i>	<i>Total foreign collaboration approvals</i>	<i>Foreign collaboration approvals with financial participation of the foreign collaborator</i>	<i>Percentage of foreign collaboration approvals with financial participation to the total foreign collaboration approvals</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
1985	1024	238	23.24
1986	957	240	25.07
1987	853	242	28.37
1988	926	282	30.45
1989	605	194	32.06

The percentage of approved foreign collaborations with equity participation of the foreign collaborator to the total foreign collaboration approvals shows an upward trend. This trend is attributable to the overall eco-

nomic environment in the country, and also the confidence reposed by the foreign investors in the growth and stability of Indian economy.

STATEMENT

Statement showing country-wise and Year-wise Break up of Foreign Collaborations Approved during the period from 1985 to 1989

S.No.	Name of the Country of Collaboration	1985			1986			1987			1988			1989		
		Tot.	Fin.	+	Tot.	Fin.	+	Tot.	Fin.	+	Tot.	Fin.	+	Tot.	Fin.	+
1	2	3	3a	4	4a	5	5a	6	6a	7	7a					
1.	Argentina	—	—	1	—	—	—	—	—	1	—					
2.	Australia	7	—	9	3	12	5	12	2	7	1					
3.	Austria	14	4	6	6	9	2	6	2	7	2					
4.	Bahama	1	1	—	—	—	—	—	—	—	—					
5.	Bahrain	1	1	—	—	1	1	—	—	—	—					
6.	Belgium	9	2	6	—	7	1	6	—	9	3					
7.	Bermuda	1	1	—	—	—	—	—	—	—	—					
8.	Brazil	1	—	—	—	—	—	1	1	1	—					
9.	Bulgaria	—	—	1	1	1	—	1	—	—	—					

S.No.	Name of the Country of Collaboration	1985			1986			1987			1988			1989		
		Tot. *	Fin. +	3a	Tot. *	Fin. +	4a	Tot. *	Fin. +	5a	Tot. *	Fin. +	6a	Tot. *	Fin. +	7a
1	2	3		3a	4		4a	5		5a	6		6a	7		7a
10.	Canada	15		6	15		6	9		4	10		4	6		2
11.	China	—		—	—		—	—		—	1		—	1		1
12.	Czechoslovakia	7		—	4		1	5		—	4		1	5		2
13.	Denmark	12		1	7		2	11		3	11		4	7		3
14.	Cyprus	—		—	—		—	1		—	—		—	—		—
15.	Dubai	—		—	2		2	—		—	—		—	—		—
16.	Fareo Island	1		1	—		—	—		—	—		—	—		—
17.	Finland	4		1	5		1	2		2	10		2	5		3
18.	FRG	180		36	183		40	149		39	178		47	112		38
19.	France	61		8	39		9	44		10	42		13	23		3

S.No.	Name of the Country of Collaboration	1985			1986			1987			1988			1989		
		Tot. *	Fin. +	3a	Tot. *	Fin. +	4a	Tot. *	Fin. +	5a	Tot. *	Fin. +	6a	Tot. *	Fin. +	7a
1	2	3			4			5			6			7		
<hr/>																
20.	GDR	12	—	—	6	—	—	3	1	3	5	—	—	3	—	—
21.	Greece	—	—	—	—	—	—	—	—	—	1	—	—	1	1	—
22.	Hong Kong	5	1	1	9	3	3	5	3	3	10	4	4	3	3	3
23.	Hungary	2	—	—	2	2	2	3	—	—	3	1	1	3	—	—
24.	Iran	—	—	—	1	1	1	—	—	—	—	—	—	—	—	—
25.	Ireland	—	—	—	—	—	—	—	—	—	1	1	1	—	—	—
26.	Italy	56	11	11	58	8	8	50	10	10	53	18	18	37	14	14
27.	Japan	108	15	15	111	15	15	71	15	15	96	16	16	62	11	11
28.	Jordan	1	1	1	—	—	—	—	—	—	—	—	—	—	—	—
29.	Korea (South)	5	—	—	14	1	1	15	3	3	11	3	3	9	2	2

S.No.	Name of the Country of Collaboration	1985			1986			1987			1988			1989		
		Tot.	Fin.	3a	Tot.	Fin.	4a	Tot.	Fin.	5a	Tot.	Fin.	6a	Tot.	Fin.	7a
1	2	3	3	—	4	—	—	5	—	—	6	—	—	7	—	—
30.	Kuwait	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
31.	Liberia	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—
32.	Luxemburg	—	—	—	1	—	—	—	—	—	3	1	—	—	—	—
33.	Malaysia	—	—	—	2	2	—	1	1	—	—	—	—	3	—	—
34.	Maxico	2	1	1	1	1	—	2	1	1	1	1	1	2	—	2
35.	Netherlands	16	3	3	26	11	—	23	6	—	15	3	—	12	—	4
36.	Norway	3	1	1	7	3	—	2	—	—	8	5	—	5	—	4
37.	Newzealand	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—
38.	Panama	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—
39.	Poland	2	—	—	2	—	—	1	—	—	—	—	—	4	—	1

S.No.	Name of the Country of Collaboration	1985			1986			1987			1988			1989		
		Tot. *	Fin. +	3a	Tot. *	Fin. +	4a	Tot. *	Fin. +	5a,	Tot. *	Fin. +	6a	Tot. *	Fin. +	7a
1	2	3			4			5		5a,	6		6a	7		7a
50.	Turkey	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—
51.	UAE	2	2	—	—	—	—	1	—	—	—	—	—	—	—	—
52.	UK	147	26	130	23			122	27		134	36		66	21	
53.	USA	197	66	189	71			196	57		191	71		127	35	
54.	USSR	4	—	5	—			6	2		7	2		9	4	
55.	Yugoslavia	6	—	—	—			3	1		1	1		—	—	
56.	NRI	52	36	25	8			28	27		25	23		14	13	
	Total	1024	238	957	240			853	242		926	282		605	194	

(*) Total number of foreign collaborations approved.

(+) Number of foreign collaboration approvals with financial participation of the foreign collaborator, out of the total number of foreign collaborations approved.

Constitution of Oil Selection Boards

2297. PROF. K.V. THOMAS:

SHRI M.V. CHAN-
DRASHEKARA MUR-
THY:SHRI V. SREENIVASA
PRASAD:Will the Minister of PETROLEUM AND
CHEMICALS be pleased to state:(a) whether Oil Selection Boards for the
selection of dealers and distributors of petro-leum marketing companies have been re-
constituted;(b) if so, the details of their composition;
and(c) the criteria for selecting the member
of these boards?THE MINISTER OF PETROLEUM AND
CHEMICALS (SHRI M.S. GURU-
PADASWAMY): (a) and (b). Yes, Sir. The
Government have recently reconstituted six
Oil Selection Boards. The composition of
these Boards is as follows:—

Oil Selection Board (North-I)	:	(i) Justice M.S. Patil (Retd.)
		(ii) Shri M.K. Nair
		(iii) Dr. Kewal Krishan
Oil Selection Board (North-II)	:	(i) Justice Nazir Ahmed (Retd.)
		(ii) Smt. Rashmi Shroff
		(iii) Shri M.P. Eshwarappa
Oil Selection Board (West-I)	:	(i) Justice Kulwant Singh Tiwana (Retd.)
		(ii) Shri H.D. Renga Ayyanger
		(iii) Shri Thampan Thomas
Oil Selection Board (West-II)	:	(i) Justice Smt. Jyotirmoyee Nag (Retd.)
		(ii) Shri A.S. Rikhy
		(iii) Dr. G.G. Parikh
Oil Selection Board (South)	:	(i) Justice S.J. Deshpande (Retd.)
		(ii) Shri B.S. Sarao
		(iii) Shri S. Shivappa
Oil Selection Board (East)	:	(i) Justice K.K. Dube (Retd.)
		(ii) Shri P. Subbarayan
		(iii) Prof. Parag Chaliha

(c) The criteria adopted for selection of Members was the person's general reputation for integrity, impartiality and administrative ability.

Use of Stainless Steel Thali sets for Catering

2298. PROF. K.V. THOMAS:
SHRI P.A. ANTONY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any demand for the use of stainless steel thali sets for serving meals in trains instead of aluminium casserole; and

(b) if so, the decision taken by Government thereon?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Some representations have been received in this regard.

(b) These representations have been examined and it has been decided to continue the use of casseroles.

Railway Link for Sankaracharya Mutts

2299. SHRI KANCI PANEER SELVAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposal to link all important religious centres, especially the Sankaracharya Mutts, by a special train to promote tourism and Indian culture; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

Hospitals near Airports

2300. SHRI BHAKTA CHARAN DAS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have set up some hospitals near the airports in some selected cities;

(b) if so, whether Government have any proposal to set up hospitals in all the cities where airports are located; and

(c) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Setting up of hospitals in different cities in the country is the concern of the respective State Governments. 'Health' being a State subject. However, this Ministry has not set up any hospital near the airport in any city.

(c) Does not arise.

Installed Capacity of Power Plants in Orissa

x/

2301. SHRI BHAKTA CHARAN DAS: Will the Minister of ENERGY be pleased to state:

(a) the installed capacity of different power plants in Orissa;

(b) the total MW of power actually being generated annually from those power plants;

(c) whether there is a need to increase power generation in Orissa; and

(d) if so, the specific plan drawn up by Government in this regard?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The details of

installed generating capacity of different power plants in Orissa as on 28.2.1990 are as under:—

<i>Sl. No.</i>	<i>Name of Power Station</i>	<i>Type</i>	<i>Capacity (MW)</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
1.	Hirakud	Hydro	270
2.	Balimela	Hydro	360
3.	Rengali	Hydro	100
4.	Rengali Extn.	Hydro	50
5.	Upper Kolab	Hydro	240
6.	Machkund	Hydro	114.75*
7.	Talcher	Thermal	460

*State's share is 30% i.e. 34.42 MW out of 114.75 MW.

(b) Energy generation by Orissa State Electricity Board during 1988-89 was 4195 million units.

broad gauge under a new direction of providing communication facility to backward areas; and

(c) and (d). In order to meet the growing requirement of power in Orissa, it is tentatively envisaged to add 1165 MW in the State Sector during the Eighth Plan subject to availability of resources and other inputs. In addition, Orissa will get its due share from Central generating stations in Eastern Region.

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). It has been decided that the survey already carried out for conversion of Rupsa-Bangripasi NG line to BG and its extension to Dalbhumgarh be updated.

Conversion of Rupsa-Bangripasi Railway Line

2302. **SHRI SAMARENDRA KUNDU:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have drawn up fresh feasibility report of the Rupsa-Bangripasi narrow gauge railway line to make it

Shortage of Anti T.B. Drugs

2303. **SHRI SAMARENDRA KUNDU:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is shortage of anti T.B. drugs in the market leading to rise in their prices; and

(b) if so, the steps being taken in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M S. GURUPADASWAMY): (a) and (b). No specific shortage of anti T.B. drugs has come to the notice of the Government.

As regards rise in the prices of anti T.B. drugs, all the anti T.B. drugs are covered under National Health Programme and their prices are fixed by the Government.

Conversion of Bangalore-Mysore Railway Line

2304. SHRI R. GUNDU RAO:
SHRI V. KRISHNA RAO:
SHRI C.P. MUDALAGIRI-YAPPA:

Will the Minister of RAILWAYS be pleased to state:

(a) the progress made in gauge conversion of Bangalore-Mysore railway line;

(b) whether the work is behind schedule;

(c) if so, the reasons therefore; and

(d) the steps taken for expeditious completion of the project?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) 32% work completed?

(b) No, Sir.

(c) Does not arise.

(d) A substantially higher sum of Rs. 17 crores has been allotted in the current year for accelerating the progress and an even higher sum of Rs. 27 crores is proposed to be allotted for this project during 1990-91.

[Translation]

Speeding of Trains on Delhi-Kanpur Route

2305. SHRI RAMLAL RAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any express train has been provided from Delhi to Kanpur via Balamau-Sitapur-Shahjahanpur;

(b) if so, whether the speed of the train between Sitapur and Shahjahanpur remains very slow;

(c) if so, the steps being taken to increase the speed of this train between these stations;

(d) whether Government propose to strengthen this weak rail track during 1990-91; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir. However, 4047/4048 Delhi-Balamau Express runs via Shahjahanpur and Sitapur.

(b) and (c). Yes, Sir. The maximum speed permissible on Roza-Sitapur section is only 30 kmph.

(d) and (e). It is proposed to strengthen 9.68 Kms. length of track during 1990-91.

Railway Link Between Sitapur, Hardoi and Bahraich

2306. SHRI RAM LAL RAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have formulated any long term plan for the expansion of railway lines keeping in view their demand and need;

(b) if so, the details thereof;

(c) whether it is proposed to conduct a survey to link district headquarters of Sitapur, Hardoi and Bahraich in Uttar Pradesh with railway lines; and

(d) if so, when and the steps proposed to be taken to provide rail facility in this backward area?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

[English]

Manned level crossing at Kamareddy Town (A.P)

2307. SHRI M. BAGA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received representations for construction of a manned level crossing at Kamareddy town on Secunderabad-Manmad railway line in Andhra Pradesh;

(b) if so, whether any survey has been conducted in this regard; and

(c) if so, at what stage the matter stands at present?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) Yes, Sir.

(c) Railways can provide the said level crossing only if it is sponsored by the State Government/Local Authority duly consent-

ing to meet the initial and recurring expenditure, as per rules.

Action Against M/s Sumitomo Corporation

2308. SHRI INDRAJIT GUPTA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Sumitomo Corporation which is reported to have been accused of paying Rs. 6.5 crore commission to Jyotsna Holdings to bag a substantial order from Oil and Natural Gas Commission, has been black-listed;

(b) if so, the details thereof including the findings of the enquiry made into this deal; and

(c) what further action has been taken against the firm?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (c). According to the legal opinion obtained by the ONGC from the then First Additional Solicitor General of India, the remuneration paid by M/s. Sumitomo Corporation to M/s. Jyotsna Holdings Ltd. is in violation of Clause 31 of the tender conditions. He had further opined that action can be taken by not giving further business of ONGC to the Consortium of Japanese Firms which functioned under the name of M/s. Sumitomo Corporation. ONGC have been instructed to take action accordingly. ONGC have also been advised to take recourse of arbitration or to file a suit for appropriate relief. ONGC have initiated action in this regard.

All Public Sector Undertakings under this Ministry have also been advised that no further business should be given to the Consortium of the Japanese firms and its constituents which functioned in the name of

M/s. Sumitomo Corporation.

For contravention of certain provisions of FERA (related to the commission earned in this deal), a penalty was imposed on M/s. Jyotsna Holdings. In appeal, this order imposing penalty was set aside by the FERA Board. The Government have since filed an appeal against this decision of the Board; the matter is presently pending in the Delhi High Court.

[*Translation*]

Alleged Irregularities in Recruitment in Jhansi Division

2309. **SHRI RAM SAJIWAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of some irregularities in the matter of recruitment of scheduled Tribes candidates in class IV posts in Jhansi Division of the Central Railway;

(b) if so, the details thereof; and

(c) the remedial and corrective action taken in the matter?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Linking of new stations by Vayudoot and Indian Airlines

2310. **SHRI HARISH RAWAT:** Will the Minister of CIVIL AVIATION be pleased to state the names of new stations which are proposed to be linked with Vayudoot and Indian Airlines during the Eighth Plan, State-wise?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF

MOHAMMAD KHAN): Indian Airlines has no plans to airlink any new station during the 8th plan period.

State-wise list of stations proposed to be airlinked by Vayudoot during the 8th plan Period is given in the statement given below:

STATEMENT

Rajasthan

1. Abu Road
2. Ajmer
3. Alwar
4. Ganganagar
5. Bhilwara
6. Bharatpur

Madhya Pradesh

1. Bilai
2. Shivpuri
3. Ujjain
4. Chhindwara
5. Balaghat
6. Ratlam
7. Neemuch
8. Sahdol
9. Sagar

Maharashtra

1. Chandrapur

2. Jalgaon

3. Latur

4. Amravati

5. Sangli

Tamil Nadu

1. Tirunalvelli

2. Chattrinad

3. Tuticorin

4. Vellore

5. Erode

6. Salem

7. Ramanathapuram

Gujarat

1. Dwarka

2. Amreli

3. Bharauch

Karnataka

1. Raichur

2. Beejapur

3. Gulbarga

4. Bidar

5. Shimoga

6. Hassan

Uttar Pradesh

1. Faizabad

2. Ghazipur

3. Jhansi

4. Moradabad

5. Saharanpur

6. Barreilly

7. Gauchar

8. Pithoragarh

9. Meerut

10. Kasia

West Bengal

1. Jalpaiguri

2. Shantiniketan

3. Asansol

Assam

1. Misa

2. Nazira

3. Rupsi

4. Sadiya

5. Diphu

6. Haflong

Meghalaya

1. Tura

Bihar

1. Purnea

2. Bhagalpur

3. Raxaul

Sikkim

4. Daltonganj

1. Gangtok

Arunachal Pradesh

Union Territory

1. Itanagar

1. Diu

2. Tuting

[English]

3. Machuka

Non-Conventional Energy Plants

4. Vijayanagar

2311. SHRI PYARELAL KHAN-
DELWAL:
DR. A.K. PATEL:

Jammu & Kashmir

1. Kishtwar

Will the Minister of ENERGY be pleased to state:

2. Surankot

3. Kargil

(a) whether non-conventional energy plants are proposed to be set up in various States during the Eighth Plan Period;

Himachal Pradesh

1. Lahaul

(b) if so, State-wise details of such projects, their locations, estimated cost and energy output alongwith the probable time schedule under the heads of Tidal power, solar power and wind power;

2. Dharamshala

Mizoram

1. Lunglai

(c) their comparative installation cost and generation cost with conventional modes of power generation;

Punjab

1. Jallundhar

(d) the estimated potential of each of the above non-conventional modes of power in the country; and

2. Pathankot

3. Patiala

(e) the experience about each mode of power generation in regard to the financial performance and environmental aspects?

4. Ferozepur

Orissa

1. Gopalpur

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Several programmes, including R&D and demonstration programmes, for production of energy from new and renewable sources of energy (NRSE) are being implemented in

2. Jharsuguda

various States. The details of the NRSE projects to be undertaken during the Eighth Plan period have not been finalised. The Working Group of NRSE has inter-alia envisaged installation of about 3500 MW capacity from sources such as solar, wind, biomass, mini/micro hydel, etc. The programmes contemplated would require a budgetary allocation of the order of Rs. 6932 crores in the Central Sector.

(c) to (e). The costs of installation, generation and supply of energy from non-conventional energy sources depend on several factors, such as the type of energy source, location and site conditions, size of installation, state of technology, and utilisation of capacity. In certain cases, the cost of energy supply from these sources is comparable with conventional power based on diesel and thermal power generation.

Nine wind farms demonstration projects with an aggregate capacity of over 10 MW have been set up in Maharashtra, Gujarat, Tamil Nadu, Orissa, Andhra Pradesh and Karnataka, and a total of about 220 lakh units of electricity from these farms has been fed to the respective State grids. No project for supplying energy on a commercial basis from tidal or solar plants have been approved so far. A proposal to set up a 900 MW tidal power project in the Gulf of Kutch at an estimated cost of about Rs. 1310 crores (at 1987 price level) could be taken up for implementation after all necessary inputs, such as the availability of resources and techno-economic approval, have been tied up. Under the Solar Photovoltaic Programme a total capacity of about 3 MW has been installed or is under installation as demonstration programme. A megawatt size solar thermal power plant is also proposed to be installed on an experimental basis.

The potential of tidal, wind, and solar power in the country can be estimated with a degree of accuracy after development and

stabilisation of technologies for the economic generation and supply of power from these sources.

By and large, the non-conventional sources of energy do not have an adverse effect on the environment.

Paris Convention on Patents

2312. SHRI ARVIND NETAM:
SHRI P.R.
KUMARAMANGALAM:

Will the Minister of INDUSTRY be pleased to state:

(a) whether suggestions have been received that India should join the Paris Convention on Patents; and

(b) if so, the strategy adopted by Government in this regard?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Suggestions have been received by the Government from time to time for and against India's joining the Paris Convention for Protection of Industrial Property. Government has not taken any decision in this matter.

Electrification of Villages in Eighth Plan

2313. SHRI ARVIND NETAM: Will the Minister of ENERGY be pleased to state:

(a) whether Government propose to provide electricity to every village in the country during Eighth plan period; and

(b) if so, the year-wise details in this regard?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). All the remaining villages in the country are likely to

be electrified by the end of Eighth Plan, subject to availability of funds and other inputs.

[Translation]

Railway line between Jhansi and Shivpuri

2314. SHRI RAJENDRA AGNIHOTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a proposal for construction of railway line between Jhansi and Shivpuri;

(b) if so, the progress made in this regard so far; and

(c) the time by which the said railway line is likely to be laid?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) to (c) Survey for a new BG line from Jhansi to Sawai Madhopur via Shivpuri and Sheopur Kalan has been approved in 1989-90. It is not possible to state at this stage as to when the said line would be laid.

HBJ Pipeline Gas to Industries in Jhansi, Uttar Pradesh

2315. SHRI RAJENDRA AGNIHOTRI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the quantity of gas proposed to be supplied to gas based industries through HBJ pipeline in Jhansi, Uttar Pradesh and the quantity of gas available at present;

(b) whether there is any proposal to set up gas based industries in the public sector;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (d). No natural gas is being supplied through HBJ pipeline for any gas based industries in Jhansi nor at present is there any commitment for supply of gas in this area. The present capacity of the HBJ Pipeline is 18.2 million cubic metres per day. As regards supply of gas to Public Sector units along the HBJ pipeline, natural gas is being supplied to one gas based fertilizer plant, one petrochemicals plant and three power plants in the Public Sector along the HBJ Pipeline. Commitments for gas supply have also been made for another power plant in the public sector to be set up at Dadri along the HBJ Pipeline.

Alleged cases of bribery at New Delhi railway Station

2316. SHRI BALESHWAR YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether some railway officers were caught red-handed while taking bribes at New Delhi Railway station in January, 1990;

(b) if so, the number thereof and the action taken or proposed to be taken by Government against them; and

(c) if no action has been taken, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) to (c). In a check conducted by Northern Railway Vigilance at New Delhi station on 16.1.90, a Station Master was caught while demanding and accepting Rs. 70/- as illegal gratification, from a passenger, for booking oversized/over weight consignment as train parcel. He has been ordered to be placed under suspension and taken up under major pen-

ality proceedings.

[English]

Rural Electrification of Garhwal Region

2317. SHRI C.M. NEGI: Will the Minister of ENERGY be pleased to state:

(a) whether any proposals are pending with the Central Electricity Authority for the rural electrification of Garhwal region; and

(b) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). No proposal for rural electrification of Garhwal region is pending with the Central Electricity Authority.

Non-Conventional Energy Sources in Garhwal

2318. SHRI C.M. NEGI: Will the Minister of ENERGY be pleased to state:

(a) whether Government have any plans to develop non-conventional energy sources in Garhwal region of Uttar Pradesh under the Central Energy Development Programmes; and

(b) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Several programmes for the development and utilisation of non-conventional energy sources, such as solar energy, wind energy, biomass, bio-gas and micro/mini hydel have been undertaken in Uttar Pradesh, including the Garhwal region, in association with the State Government/Nodal Agency. It is reported that the programmes implemented in

the Garhwal region include about 800 solar photovoltaic street lighting systems and about 470 solar thermal systems of different capacities. A micro hydel plant has been set up, and one Urja Gram project has been implemented while two more Urja Gram projects are under implementation. In addition to other schemes, four mini/micro hydro schemes 125 improved gharats, 6 gasifier systems, about 6,600 improved chulhas and 2 community/institutional biogas plants are proposed to be set up in the Garhwal region during 1990-91.

Production of Geo-Thermal Energy

2319. PROF. P.J. KURIEN: Will the Minister of ENERGY be pleased to state:

(a) whether any research is being done to tap the vast reservoir of heat in the earth's interior to produce geo-thermal energy; and

(b) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Yes, Sir, exploratory research has been undertaken on certain applications of geothermal energy, such as heating, refrigeration, chemical extraction, health baths, green house cultivation and power generation.

Cut in Indian Airlines operations in South

2320. PROF. P.J. KURIEN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines operations in the South have been cut;

(b) if so, the details in this regard; and

(c) the steps being taken to normalise the situations?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). A statement showing the services being operated by Indian Airlines to/from stations in Southern Region prior to suspension of A-320 services with effect from 18.2.1990; after

suspension of A-320 services with effect from 19.2.1990 and with effect from the 5th of March, 1990, is given below.

(c) Reintroduction of the withdrawn frequencies will depend upon resumption of A-320 aircraft.

STATEMENT

Indian Airlines in the Southern Region

Sector	Prior to Suspension of A320 svcs weekly 18.2.90	After suspension of A320 svcs. weekly 19.2.90	Effective Weekly
	2	3	4
1. Bangalore-Delhi	7 A300	7 A300	7 A300
2. Hyderabad-Delhi	6 A300 + 1 B737	6 A300 + 1 B737	6 A300 + 1 B737
	7 A320	7 A300 (DEL-HYD-MAA)	7 A300 (DEL-HYD-MAA)
3. Bangalore-Bombay	12 A300 + 6 A320	12 A300	14 A300
4. Trivandrum-Bombay	7 A300	7 A300	7 A300
5. Madras-Singapore	1 A300	1 A300	1 A300

Sector	Prior to Suspension of A320 svcs weekly 18.2.90	After suspension of A320 svcs. weekly 19.2.90	Effective Weekly
1	2	3	4
6. Madras-Bombay	13 A300 +	13 A300 +7TU	11 A300 +7 TU+
	2 A320 +7 TU		2 B737
7. Madras-Delhi	14 A300	7 A300 +7 A300 (via Hyd)	7 A300 + A300 (via Hyd)
8. Hyderabad-Bombay	7 A300 +	7 A300 +7 B737	7 A300 +7 B 737
	14 A320		
9. Calicut-Bombay	5 A320 +	7 B737	7 B737
10. Bangalore-Hyderabad	7 B737	7 B737	7 B737
11. Trivandrum-Bangalore-Delhi	7 A320	Nil	Nil
12. Madras-Calcutta	7 A320	—	3 B737

Sector	Prior to Suspension of A320 svcs weekly 18.2.90	After suspension of A320 svcs. weekly 19.2.90	Effective Weekly
1	2	3	4
13. Bangalore-Calcutta	7 A320	3 B737	4 B737
14. Madras-Bangalore	14 A320 + 14 B737	14 B737	10 B737
15. Madras-Hyderabad	7 A320 +	7 A300	7 A300
16. Coimbatore	7 B737	7 B737	(DEL-HYD-MAA) 7 B737
17. Cochin-Bombay	18 B737	14 B737	14 B737
18. Cochin-Goa-Delhi	7 B737	7 B737	7 B737
19. Madras-Vizag-Calcutta	7 B737	7 B737	4 B737

Sector	Prior to Suspension of A320 svcs weekly 18.2.90	After suspension of A320 svcs. weekly 19.2.90	Effective Weekly
1	2	3	4
20. Hyderabad-Vizag	7 B737	7 B737	5 B737
21. Hyderabad-Nagpur-Bhubaneswar- Calcutta	3 B737	3 B737	3 B737
22. Madras-Cochin	7 B737	7 B737	7 B737
23. Cochin-Bangalore	7 B737	7 B737	4 B737
24. Madras-Bangalore- Coimbatore	7 B737	7 B737	4 B737
25. Madras-Portblair	4 B737	4 B737	3 B737
26. Madras-Bangalore- Ahmedabad	3 B737	3 B737	3 B737
27. Madras-Trivandrum	7 B737	7 B737	6 B737

Sector	Prior to Suspension of A320 svcs weekly 18.2.90	After suspension of A320 svcs. weekly 19.2.90	Effective Weekly
1	2	3	4
28. Trivandrum-Cochin	4 B737	4 B737	3 B737
29. Trivandrum-Male	3 B737	3 B737	3 B737
30. Madras-Trichy- Madurai-Madras	7 B737	7 B737	4 B737
31. Madras-Colombo	4 B737	4 B737	4 B737
32. Trivandrum-Colombo	2 B737	2 B737	2 B737
33. Trichy-Colombo	2 B737	2 B737	2 B737
34. Colombo-Bombay	2 B737	2 B737	2 B737
35. Hyderabad-Calcutta	4 B737	4 B737	3 B737
36. Bangalore-Pune	4 B737	7 B737	7 B737

Sector	Prior to Suspension of A320 svcs weekly 18.2.90	After suspension of A320 svcs. weekly 19.2.90	Effective Weekly
1	2	3	4
37. Bangalore-Goa	7 B737	BLR-GOA-PNQ- COMBINED	BLR-GOA-PNQ- COMBINED
38. Bangalore-Madurai- Trichy-Bangalore	3 B737	3 B737	Withdrawn

Sharing of latest Industrial Technology

2321. SHRI M G SEKHAR Will the Minister of INDUSTRY be pleased to state:

(a) the names of the countries which have offered to share their latest technology for our industrial development

(b) the details of the offers made by them;

(c) the specific industries in which the latest technology is to be shared,

(d) the expenditure involved in terms of foreign exchange and

(e) the efforts made by Government to modernise existing industrial structure for assimilating the foreign technology?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH) (a) to (c) Statements I and II showing (i) country-wise break up and (ii) industry-wise break up of foreign collabora-

tion approvals given during the years 1985 to 1989 are given below.

Particulars of foreign collaboration approvals, viz. name of the Indian Company, foreign collaborator, item of manufacture and nature of collaboration are published on a monthly basis by the Indian Investment Centre as a supplement to its monthly Newsletter. Copies of the publication are sent regularly to the Parliament Library.

(d) Details regarding the expenditure involved in terms of foreign exchange in respect of the proposals approved are not being maintained centrally

(e) Government has evolved several measures to assimilate imported technology, which include, promoting research and development in industry, by the industry. Preparing technology status reports on several products made with imported technology and extending partial financial support to specific approved programmes for absorption and upgradation of imported technology

STATEMENT—I

Statement showing country-wise and Year-wise Break-up of Foreign Collaboration Approvals given during the Years 1985 to 1989

S.No.	Name of the Country of Collaboration	1985		1986		1987		1988		1989	
		Total	Finan- cial +	Total	Finan- cial +	Total	Finan- cial +	Total	Finan- cial +	Total	Finan- cial +
1	2	3	3a	4	4a	5	5a	6	6a	7	7a
1.	Argentina	—	—	1	—	—	—	—	—	1	—
2.	Australia	7	—	9	3	12	5	12	2	7	1
3.	Austria	14	4	16	6	9	2	6	2	7	2
4.	Bahama	1	1	—	—	—	—	—	—	—	—
5.	Bahrain	1	1	—	—	1	1	—	—	—	—
6.	Belgium	9	2	6	—	7	1	6	—	9	3
7.	Bermuda	1	1	—	—	—	—	—	—	—	—
8.	Brazil	1	—	—	—	—	—	1	1	1	—

S.No.	Name of the Country of Collaboration	1985			1986			1987			1988			1989		
		Total	Finan- cial +	+	Total	Finan- cial +	+	Total	Finan- cial +	+	Total	Finan- cial +	+	Total	Finan- cial +	+
1	2	3	3a	4	4	4a	5	5	5a	6	6	6a	7	7	7a	
9.	Bulgaria	—	—	1	1	1	1	1	—	1	—	—	—	—	—	
10.	Canada	15	6	15	6	6	9	9	4	10	4	4	6	6	2	
11.	China	—	—	—	—	—	—	—	—	1	—	—	1	1	1	
12.	Czechoslovakia	7	—	4	1	1	5	5	—	4	1	1	5	5	2	
13.	Denmark	12	1	7	2	2	11	11	3	11	4	4	7	7	3	
14.	Cyprus	—	—	—	—	—	1	1	—	—	—	—	—	—	—	
15.	Dubai	—	—	2	2	2	—	—	—	—	—	—	—	—	—	
16.	Fareo Island	1	1	—	—	—	—	—	—	—	—	—	—	—	—	
17.	Finland	4	1	5	1	1	2	2	2	10	2	2	5	5	3	
18.	FRG	180	36	183	40	40	149	149	39	178	47	47	112	112	38	

S.No.	Name of the Country of Collaboration	1985		1986		1987		1988		1989	
		Total	Finan- cial	Total	Finan- cial	Total	Finan- cial	Total	Finan- cial	Total	Finan- cial
1	2	3	3a	4	4a	5	5a	6	6a	7	7a
29.	Korea (South)	5	—	14	1	15	3	11	3	9	2
30.	Kuwait	—	—	—	—	—	—	—	—	1	1
31.	Liberia	1	1	—	—	—	—	—	—	—	—
32.	Luxemburg	—	—	1	—	—	—	3	1	—	—
33.	Malaysia	—	—	2	2	1	1	—	—	3	—
34.	Maxico	2	1	1	1	2	1	1	1	2	2
35.	Netherlands	16	3	26	1	23	6	15	3	12	4
36.	Norway	3	1	7	3	2	—	8	5	5	4
37.	Newzealand	—	—	1	—	—	—	—	—	—	—
38.	Panama	—	—	—	—	1	1	—	—	—	—

S.No.	Name of the Country of Collaboration	1985			1986			1987			1988			1989		
		Total	Finan- cial	+	Total	Finan- cial	+	Total	Finan- cial	+	Total	Finan- cial	+	Total	Finan- cial	+
1	2	3	3a	4	4a	5	5a	6	6a	7	7a					
39.	Poland	2	—	2	—	1	—	—	—	4	1					
40.	Portugal	2	1	—	—	—	—	—	—	3	—					
41.	Romania	—	—	1	—	—	—	—	—	—	—					
42.	Saudi Arabia	—	—	1	1	—	—	—	—	—	—					
43.	Singapore	5	2	3	1	5	2	11	5	11	4					
44.	Spain	3	—	7	2	5	1	2	1	3	—					
45.	Sweden	29	4	29	7	19	4	11	3	17	7					
46.	Switzerland	42	4	32	8	31	11	41	8	22	9					
47.	Sri Lanka	4	1	—	—	—	—	—	—	—	—					
48.	Taiwan	6	—	6	1	8	2	14	3	3	—					

S.No.	Name of the Country of Collaboration	1985		1986		1987		1988		1989	
		Total	Finan- cial +	Total	Finan- cial +	Total	Finan- cial +	Total	Finan- cial +	Total	Finan- cial +
		3	3a	4	4a	5	5a	6	6a	7	7a
49.	Thailand	1	—	—	—	—	—	—	—	1	—
50.	Turkey	—	—	—	—	1	—	—	—	—	—
51.	UAE	2	2	—	—	1	—	—	—	—	—
52.	UK	147	26	130	23	122	27	134	36	66	21
53.	USA	197	66	189	71	196	57	191	71	127	35
54.	USSR	4	—	5	—	6	2	7	2	9	4
55.	Yugoslavia	6	—	—	—	3	1	1	1	—	—
56.	NRI	52	36	25	8	28	27	25	23	14	13
	Total	1024	238	957	240	853	242	926	282	605	194

(*) Total number of foreign collaborations approved

(+) Number of foreign collaboration approvals with financial participation of the foreign collaborator, out of the total number of foreign collaborations

STATEMENT—II

Statement showing Industry-wise Break-up of Foreign Collaboration Approvals given during the Years 1985 to 1989

S.No.	Name of the Industry	1985	1986	1987	1988	1989
1	2	3	4	5	6	7
1.	Metallurgical Industries	53	45	29	27	30
2.	Fuels	20	3	1	6	1
3.	Boilers & Steam Generating Plants	13	5	1	2	11
4.	Prime Movers (Other than Elect.)	15	—	—	6	2
5.	Electrical Equipment	205	175	183	183	99
6.	Telecommunication	36	37	16	23	37
7.	Transportation	101	53	39	38	30
8.	Industrial Machinery	152	108	132	141	59

S.No.	Name of the Industry	1985	1986	1987	1988	1989
1	2	3	4	5	6	7
9.	Machine Tools	32	13	10	21	9
10.	Agriculture Machinery	3	3	—	3	3
11	Earth Moving Machinery	11	—	—	4	—
12.	Misc. Mechanical & Engg Industry	45	47	50	68	26
13.	Commercial, Offices & House Hold Equipment	20	10	7	10	18
14.	Medical & Surgical Appliances	5	12	10	18	6
15.	Industrial Instruments	52	20	47	43	35
16.	Scientific Instruments	2	13	4	3	5
17.	Mathematical Surveying & Drawing Instruments	—	1	—	2	2
18.	Fertilizers	—	1	1	2	4

S.No.	Name of the Industry	1985	1986	1987	1988	1989
1	2	3	4	5	6	7
19.	Chemical (Other than Fertilizers)	69	107	84	96	67
20.	Photographic Raw Film & Paper	—	5	2	2	—
21.	Dyestuffs	1	1	—	1	—
22.	Drugs & Pharmaceuticals	5	10	13	0	12
23.	Textiles (including those Dyes, Printed or other-wise processed)	10	13	6	8	6
24.	Paper & Pulp including paper products	3	7	6	7	7
25.	Sugar	2	1	—	1	—
26.	Fermentation Industries	1	6	6	—	—
27.	Food Processing Industries	5	8	16	11	15

S.No.	Name of the Industry	1985	1986	1987	1988	1989
1	2	3	4	5	6	7
28.	Vegetable Oil & Vanaspathi	—	1	1	2	5
29.	Soap, Cosmetics & Toilet preparations	2	2	—	3	—
30.	Rubber Goods	1	11	10	11	14
31.	Leather, Leather Goods & Pickers	19	8	4	9	10
32.	Glue & Gelatine	1	1	—	—	—
33.	Glass	9	8	8	4	8
34.	Ceramics	27	20	18	20	18
35.	Cement & Gypsum Products	9	11	7	5	3
36.	Timber Products	—	—	1	1	2
37.	Defence Industries	—	—	—	—	—

S.N	Name of the Industry	1985	1986	1987	1988	1989
1	2	3	4	5	6	7
38.	Cigarettes	—	—	—	—	—
39.	Consultancy	23	5	47	39	20
40.	Misc. Industries	74	186	94	97	41
Total		1024	957	853	926	605

Vijayawada Super Thermal Power Station

2322. SHRI J. CHOKKA RAO: Will the Minister of ENERGY be pleased to state:

(a) whether Vijayawada Super Thermal Power Station stage-III has been cleared and coal linkage given from Talcher in Orissa;

(b) if so, whether Andhra Pradesh has asked for coal linkage with Singareni Collieries; and

(c) if so, the stage at which the matter stands at present?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). Vijayawada Thermal Power Station Stage-III (2 X 210 MW) has been techno-economically appraised by the Central Electricity Authority subject to tying up of essential inputs and obtaining requisite clearances by the Andhra Pradesh State Electricity Board (APSEB). The APSEB has been pressing for the coal linkage from the year 1994-95 from the Singareni Coal Fields but on account of deficit in this area, coal linkage has been provided to the proposed station from the Ib Valley Coal Fields, Orissa.

Tirupati-Rangapuram Funicular Railway System in Andhra Pradesh

2323. SHRI J. CHOKKA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Rail India Technical and Economic Services (RITES) has submitted the survey report for the Tirupati-Rangapuram funicular railway system in Andhra Pradesh;

(b) if so, whether Government have approved the proposal;

(c) if so, when the project is likely to be taken up; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Railways have not entrusted RITES for carrying out such a survey.

(b) to (d). Do not arise.

Allotment of LPG Agencies

2324. SHRI MANDHATA SINGH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of gas agencies sanctioned during the last three years;

(b) the criteria for allotting the gas agencies; and

(c) whether the persons to whom LPG agencies were allotted fulfilled the criteria?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) The total number of LPG distributorships allotted (LOIs issued) in the country during the years 1986-87, 1987-88 and 1988-89 was 750.

(b) and (c). The marketing oil companies appoint LPG distributors on the basis of recommendations received from the Oil Selection Board concerned. In making selection of candidates who meet the eligibility conditions in regard to income, educational qualifications, residence, category, age, etc. the Oil Selection Boards take the following factors into account;

(i) personality;

(ii) business ability/salesmanship;

(iii) capacity to arrange finance and capability to provide facilities;

(iv) preparedness for working full-time as a dealer; and

(v) general assessment and extra-curricular activities.

In addition some distributorships are also awarded on compassionate grounds.

Setting up of Refinery in Orissa

2325. SHRI CHITTA BASU: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have decided to set up a refinery near Paradeep in Orissa, based on imported crude oil; and

(b) if so, the steps taken in that direction?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). Indian Oil Corporation has submitted a proposal for setting up of a 6 MTPA refinery on the East Coast of India. However, a decision on the above proposal including its location would be taken only after finalisation of the refinery projects for the VIIIth Plan period.

[Translation]

Palana Barsingsar Lignite Power Project

2326. SHRI SHOPAT SINGH MAKKASAR: Will the Minister of ENERGY be pleased to state:

(a) whether the Palana Barsingsar Lignite Power Project (Rajasthan) is pending approval of Union Government; and

(b) if so, the reasons for delay in sanctioning the project and when the approval is likely to be given?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). An integrated project for a lignite mine (1.7 million tonnes per annum) and the linked thermal power station (2 X 120 MW) at Barsingsar in Bikaner District of Rajasthan is under consideration of the Government. The feasibility report of the project is under examination.

Train accidents on Unmanned Railway Crossings

2327. SHRI SHOPAT SINGH MAKKASAR:
SHRI KUSUMA KRISHNA MURTHY:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of unmanned railway crossings in the country at present;

(b) whether there has been an increase in the accidents on unmanned railway crossings;

(c) if so, the number of rail accidents which occurred on various unmanned railway crossings during last three years, zone-wise and division-wise; and

(d) the steps being taken by Government to check these accidents?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) At present there are 21,388 unmanned level crossings (which exclude cattle and canal crossings) on the Indian Railways.

(b) No, Sir.

(c) Does not arise.

(d) Safety measures taken to avoid accidents at unmanned level crossings include provision of road signs and rumble strips/speed breakers, counselling of train drivers, educating road users through press, Akashvani, Doordarshan and cinema slides etc. and conducting ambush checks jointly with State Government officials, including traffic police to enforce compliance with the provisions of Motor Vehicles Act.

Overbridge in Rani Bazar (Bikaner)

2328. SHRI SHOPAT SINGH MAKKASAR: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made in regard to the construction of an overbridge on the railway crossing in Rani Bazar in Bikaner; and

(b) the time by which the construction work thereon is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) The overall progress of the work is 50%.

(b) Completion of the work will mainly depend on the completion of the bridge approaches by the State Government.

Rail Accidents

2329. SHRI GANGA CHARAN LODHI:
SHRI KAMAL CHAUDHRY:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents during last six months;

(b) the number of accidents out of them

due to bomb explosions and the number of accidents due to other reasons;

(c) the number of persons killed in each accident;

(d) the amount of compensation paid to the families of the persons killed and injured in these accidents; and

(e) whether Government have received the inquiry report in regard to the causes of accidents and if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) to (c). There were 240 train accidents on Indian Railways during the period 1.9.1989 to 28.2.1990. There were no accidents to trains due to bomb explosions. 73 train passengers lost their lives in these accidents.

(d) Rs. 3,12,000/-

(e) As per provisional findings, 140 accidents occurred due to failure of railway staff, 24 due to failure of persons other than railways staff, 47 due to equipment failure, 9 due to incidental factors, 2 due to sabotage. Exact causes could not be established in 3 cases and in another 15 cases, causes are yet to be finalised.

Sick Industrial Units

2330. SHRI HARI KEWAL PRASAD:
SHRI M.G. SEKHAR:
SHRI TEJ NARAYAN SINGH:
SHRI ANADI CHARAN DAS:
SHRI KESHARI LAL:

Will the Minister of INDUSTRY be pleased to state:

(a) the State-wise and Sector-wise

number of sick industrial units in the country;

(b) the amount of advances out-standing against them;

(c) whether Government have examined the proposals for industrial rejuvenation and revival of sick units; and

(d) if so, the progress made so far?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Data on sick industrial units in the country which are assisted by banks are collected by the Reserve Bank of India and the latest data furnished by them is upto December, 1987. The State-wise and Sector-wise data in respect of number of sick industrial units alongwith amount outstanding as at the end of December, 1987 are given in the Statement-I and Statement-II below.

(c) and (d). Whenever proposals are received by the Government for revival of sick units, they are examined on merits with reference to the policy guidelines on sick industries. For tackling sickness in the Non-SSI sector, Government have enacted a comprehensive legislation namely 'The Sick Industrial Companies (Special Provisions) Act, 1985'. A quasi-judicial body designated as 'The Board for Industrial and Financial Reconstruction' (BIFR) has been set up under the Act to deal with the problem of sick industrial companies in an effective manner. BIFR has become operational with effect from 15th May, 1987. BIFR, after hearing the parties concerned, approves the rehabilitation package for the sick unit or recommends winding up, depending upon the viability of the unit.

An Excise Relief Scheme for weak units has been announced. The Scheme would apply to any unit in which 50% or more of the maximum net worth in any of the previous five accounting years has been eroded by

accumulated losses. The unit should have a rehabilitation, modernisation or diversification package approved by a designated financial institution. The eligible unit would be entitled to an interest free loan, with a grace period of 3 years and repayable over seven years, amounting to 50% of its actual excise payments for three years subsequent to the approval of the scheme. The total amount given by way of such 'excise loans' will not exceed 25% of the overall cost of rehabilitation/modernisation/diversification package.

In so far as tackling sickness in the small scale sector is concerned, it is primarily the responsibility of the State Government to initiate measures for arresting industrial sickness. However, Government of India also give certain reliefs and concessions for the rehabilitation of sick SSI industrial units. They are as follows:-

- (i) Government of India introduced a Margin Money Scheme with a view to supplementing the efforts of the State Government in reducing the incidence of sickness in the small scale sector. Under the liberalised scheme the maximum amount of assistance per unit available to sick small scale units for rehabilitation has been increased from Rs. 20,000/- to Rs. 50,000/- per unit.
- (ii) Financial assistance is also available to potentially viable sick SSI units in the small scale sector from the National Equity Fund set up in August, 1987 in the Industrial Development Bank of India.
- (iii) A small Industries Development Bank of India is being established to function as an apex Bank for tiny and small scale industries. This Bank will function as the principal financial institution for the promotion, financing and development of

industrial concerns in small scale sector and shall also coordinate the functioning of institutions engaged in promoting, financing and developing industrial concerns in

the small scale sector. The authorised capital of this Bank will be of the order of Rs. 250 crores and will be subscribed by the IDBI.

STATEMENT—I*(Rs. in crores)*

Sl. No.	State/Union Territories	Non-SSI sick units		Non-SSI sick units	
		No. of units	Amount out-standing	No. of units	Amount out-standing
(i)	(ii)	(iii)	(iv)	(v)	(vi)
1.	Assam	4	7.30	9,722	19.52
2.	Meghalaya	1	0.79	120	0.49
3.	Mizoram	1	0.11	—	—
4.	Bihar	29	56.66	14,151	73.81
5.	West Bengal	151	422.38	21,409	182.43
6.	Orissa	9	33.15	8,692	35.39
7.	Tripura	1	0.74	357	0.56
8.	Uttar Pradesh	68	136.37	19,710	148.03
9.	Delhi	23	51.43	3,010	92.06

Sl. No.	State/Union Territories	Non-SSI sick units		Non-SSI sick units	
		No. of units	Amount out-standing	No. of units	Amount out-standing
(i)	(ii)	(iii)	(iv)	(v)	(vi)
10.	Punjab	21	12.73	2,434	44.97
11.	Haryana	33	50.66	2,096	43.81
12.	Chandigarh	24	40.00	217	5.76
13.	Jammu & Kashmir	1	1.40	2,647	11.33
14.	Himachal Pradesh	5	1.31	797	8.75
15.	Rajasthan	44	80.40	9,989	50.05
16.	Gujarat	131	356.57	5,728	9.91
17.	Maharashtra	252	832.61	15,401	331.72
18.	Goa	15	25.52	673	9.74
19.	Dadar N.H.	1	0.57	6	0.15

Sl. No.	State/Union Territories	Non-SSI sick units		Non-SSI sick units	
		No. of units	Amount out-standing	No. of units	Amount out-standing
(i)	(ii)	(iii)	(iv)	(v)	(vi)
20.	Madhya Pradesh	36	87.59	12,576	55.09
21.	Andhra Pradesh	70	119.09	19,206	138.48
22.	Tamil Nadu	107	228.90	30,942	193.15
23.	Karnataka	62	127.43	8,463	107.72
24.	Kerala	27	124.75	15,067	111.18
25.	Pondichery	4	3.33	271	1.93
26.	Manipur	—	—	537	0.66
27.	Nagaland	—	—	16	0.25
28.	Arunachal Pradesh	—	—	11	0.02
29.	Sikkim	—	—	4	0.22

Sl. No.	State/Union Territories	Non-SSI sick units		Non-SSI sick units	
		No. of units	Amount out-standing	No. of units	Amount out-standing
(i)	(ii)	(iii)	(iv)	(v)	(vi)
30.	Diu Daman	—	—	3	0.13
	Total	1119	2801.79	2,04,259	1797.31

Note : The figures for the number of Non-SSI sick units for the year December 1987 include the sick medium scale units also as per the new definition of sickness adopted by RBI.

STATEMENT—II**Sector-wise Position of Non-SSI Sick Units***(Amount in crores of Rupees)*

Sl. No.	Industry	Joint Sector		Private Sector		Co-operative Sector		Total	
		No. of units	Amount outstanding	No. of units	Amount outstanding	No. of units	Amount outstanding	No. of units	Amount outstanding
1	2	3	4	5	6	7	8	9	10
1.	Engineering	10	20.07	239	616.14	—	—	249	636.21
2.	Electricals	4	6.54	11	27.63	—	—	15	34.17
3.	Textiles	13	35.89	211	912.34	—	—	224	948.23
4.	Jute	—	—	34	113.91	—	—	34	113.91
5.	Paper	11	20.61	75	123.69	1	0.94	87	145.24
6.	Rubber	1	1.08	15	69.47	—	—	16	70.55
7.	Cement	3	23.52	5	12.24	—	—	8	35.76

Sl. No.	Industry	Joint Sector		Private Sector		Co-operative Sector		Total	
		No of units	Amount outstanding	No. of units	Amount outstanding	No. of units	Amount outstanding	No. of units	Amount outstanding
1	2	3	4	5	6	7	8	9	10
8.	Iron & Steel	1	14.66	62	120 54	—	—	63	135 20
9.	Sugar	1	4.30	26	34 76	1	1.31	28	90.37
10	Chemicals	18	32.16	100	120 04	—	—	118	152.22
11	Miscellaneous	19	44.78	258	395 15	—	—	277	439.93
Total		81	203.63	1036	2595.91	2	2.25	1119	2801.79

Reconstitution of Zonal Consultative Committees*[English]*

2331. SHRI HARI KEWAL PRASAD:
SHRI CHIRANJI LAL SHARMA:

Will the Minister of RAILWAYS be pleased to state.

(a) whether Government propose to reconstitute the zonal consultative committees; and

(b) if so, the time by which these are likely to be reconstituted?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). Yes, Sir. The committees will be reconstituted as soon as possible.

Conversion of Metre-Gauge Railway Lines

2332. SHRI G.S. BASAVARAJ: Will the Minister of RAILWAYS be pleased to state:

(a) the details of metre-gauge tracks converted into broad-gauge during the last three years and the total length of these lines;

(b) whether accidents on metre-gauge tracks are increasing; and

(c) if so, the reason therefor and the steps taken to avert accidents on metre-gauge tracks?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Following MG lines were converted to BG during last 3 years:-

<i>Rly.</i>	<i>Section</i>	<i>Length (Km)</i>	<i>Opened on</i>
Northern	Suratgarh-Bikaner (Lalgarh)	178	April, 88
North Eastern	Moradabad-Ramnagar	78	May, 88
North Eastern	Bhatni-Mau	71	Dec., 89

(b) No, Sir.

(c) Does not arise.

Power Generation from Gas based Power Plants

2333. SHRI G.S. BASAVARAJ: Will the Minister of ENERGY be pleased to state:

(a) the states using gas for power generation;

(b) the cost of power generation per unit from these plants in each State Electricity Boards; and

(c) the quantity of power generated using gas in each State?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) A list of the existing thermal power stations utilising gas for power generation in the various States is

contained in the Statement given below.

collected and will be laid on the Table of the House.

(b) and (c). The information is being

STATEMENT

<i>Sl.No.</i>	<i>Name of the State/ UT/Station</i>	<i>Installed Capacity in (MW)</i>
<i>1</i>	<i>2</i>	<i>3</i>
<i>Gujarat</i>		
01.	Dhuvaran (2 X 27)	54
<i>Maharashtra</i>		
02.	Uran (4 X60 + 4 X108)	672
<i>Rajasthan</i>		
03.	Anta (3 X 88 +1 X 149)	413
<i>Uttar Pradesh</i>		
04.	Auraiya (4 X112 + 1X 102.6)	5050.6
<i>Delhi</i>		
05.	Gas Turbine (6 X 30)	180
<i>Assam</i>		
06.	Namrup (3 X 23 + 1X 12.5)	81.5
07.	Lakwa (4 X 15)	60
08.	Galeki (3X3)	9
09.	Kathalguri (3 X4)	12
10.	Namrup (MH) (1 X 22)	22
Total Assam:		184.5
<i>Tripura</i>		
11.	Baramura (2 X 5)	10

<i>Sl.No.</i>	<i>Name of the State/ UT/Station</i>	<i>Installed Capacity in (MW)</i>
1	2	3
12.	Rokhia (1 X8)	8
Total Tripura:		18
TOTAL		2072.1

Pilot Training Institutes

for training.

2334. SHRI G S BASAVARAJ Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of pilot training institutes in the country

(b) whether for different varieties of planes, different pilot training institutes exist.

(c) whether there are any premier pilot training institutes in the country and if not, the arrangement made for training the pilots of civilian, aircraft, and

(d) money spent on trainee pilots of civilian aircraft for sending them abroad for training over the past three years?

THE MINISTER OF ENERGY AND CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN). (a) There are 26 Flying Clubs/Institutes/Schools in India including Indira Gandhi Rashtriya Uran Akademy

(b) No, Sir. The requisite training is imparted by the airlines to their recruits for which they have adequate facilities

(c) Indira Gandhi Rashtriya Uran Akademi is a premier pilot training institute

(d) Trainee pilots are not sent abroad

Manning of Level Crossings on Manmad-Nanded Section

2335. SHRI ASHOK ANANDRAO DESHMUKH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to man the level crossings on Manmad-Nanded section round the clock for the safety of local public, and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). Round the clock manning of level crossings is done only when it is justified on the basis of traffic density. The position in this regard is reviewed on a continuing basis for which traffic census is undertaken periodically at all the level crossings

Electrification of Railway line at Mehrawan Station in Jaunpur

2336. SHRI YADVENDRA DATT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the electrification of railway track at Mehrawan station in Jaunpur has been undertaken;

(b) if not, the reasons thereof; and

(c) the time by which electrification will be done?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) The work of electrification of Mehrawan Railway station is in progress. There is no proposal for electrification of Railway tracks on this section.

(b) Does not arise.

(c) The energisation of the Railway Station would, however, depend upon completion of the part of the work by UPSEB.

**Persons killed in Bombay-Indore-
Avantika Express**

2337. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Bombay-Indore Avantika Express rammed into a truck at an unmanned level-crossing near Indore on January 26, 1990;

(b) if so, the number of persons killed and injured in the accident;

(c) the number of unmanned level-crossings in different railway zones; and

(d) the details of the schemes if any, to man/mechanise them?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). On 26.1.90 at 9.58 hrs. train No. 9061 Avantika Express dashed against a Motor Truck at an unmanned level crossing between Dewas and Barlai stations on Dewas-Indore BG single line section on the Ratlam Division of Western Railway. As a result, 8 occupants of

the motor truck were killed.

(c) On the Indian Railway system, there are 21,388 unmanned level crossings (excluding cattle and canal crossings).

(d) Manning of the existing unmanned level crossings is undertaken by the Railways if sponsored by the State Government/ Local Authority duly consenting to meet the expenditure therefor as per rules in this regard. The level crossings which have restricted visibility and/or high density of traffic are manned at Railways' cost.

**Shortage of Engineers in Pawan Hans
Limited**

2338. SHRI MADHAVRAO SCINDIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a shortage of aeronautical maintenance engineers and aviation engineers with the Pawan Hans Limited affecting the performance of the Corporation; and

(b) if so, the steps being taken in this regard?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) Director General of Civil Aviation is conducting special sessions for training of technical personnel of Pawan Hans Limited aimed at granting of "Aircraft Maintenance Engineer Licences" to them. Pawan Hans Limited is also making efforts to recruit Aircraft Maintenance Engineers with licence on turbine engine helicopters for their conversion on Westland or Dauphin helicopters. The company has also started a training scheme for graduate engineers. Besides, it

is running special courses to prepare selected technicians having potential of becoming Aircraft Maintenance Engineers.

Public Sector Industrial Unit in North Karnataka

2339. SHRI S.T. PATIL: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is any proposal for setting up any new industrial unit in the North Karnataka; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) There is no proposal under consideration of the Government to set up any new Central Public Sector Units in North Karnataka.

(b) Does not arise

Expansion to Talcher and Ib Valley Coalfields

2340. SHRI GOPI NATH GAJAPATHI: Will the Minister of ENERGY be pleased to state:

(a) whether Government have a proposal for the expansion of Talcher and Ib valley coalfields in Orissa; and

(b) if so, the specific plan drawn up for increasing the areas under coal mining in these two coalfields?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). A programme for increasing coal production in Talcher and Ib-valley coalfields in Orissa has been drawn up. According to the report of the working. Group on coal and Lignite for the 8th Five Year Plan, the coal production programme for these two coalfields has been projected as follows:

(million tonnes)

	1990-91	1994-95
Talcher coalfield	7.56	14.28
Ib-valley coalfield	5.73	10.98

The projected coal production for these coalfields will be achieved by production from existing mines, reorganisation/expansion of existing mines and also by opening of ten new projects.

Setting up of Coal Company for (Orissa)

2341. SHRI GOPI NATH GAJAPATHI: Will the Minister of ENERGY be pleased to state:

—(a) whether Government have a pro-

posal to set up a coal company exclusively in Orissa State:

(b) if so, when such proposal is likely to be implemented; and

(c) the steps taken in this regard?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). At present there is no proposal to set up separate Coal Company for Orissa. A post of Director (Technical) in South Eastern Coalfields

Limited, has been created and sanctioned to look after the operations and Project Planning for the coalfields in Orissa Region. The headquarters of the Director are at Sambalpur in Orissa.

Conversion of Bhubaneswar Airport as International Airport

2342. SHRI BALGOPAL MISHRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a proposal to convert Bhubaneswar Airport into an International Airport; and

(b) if so, the cost and time required for completion of the project?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) No, Sir

(b) Does not arise.

Profit earned by A.I./I.A.

2343. SHRI BALASAHED VIKHE PATIL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the profit earned by Air India and Indian Airlines respectively, during 1988-89 and till February, 1990;

(b) the estimated profit likely to be earned by each Air Line during 1990-91;

(c) whether any funds have been earmarked for modernisation of airports in the country; and

(d) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The net profit earned by Air India and Indian Airlines is as follows:

Year	Air India	Indian Airlines
	(Rs. in crores)	
1988-89	43.31	10.68
1989-90	38.40* (upto December 1989)	5.30 (upto February 1990)

* Figures for January, February, 1990 are not available.

(b) Air India expects to earn a profit of Rs.27 crores during 1990-91. However due to recent crash of one Airbus A-320 aircraft on 14.2.1990 and subsequent temporary suspension of operations of Airbus A-320 aircraft, Indian Air Lines has not been able to formulate its revenue and expenditure budget for the year 1990-91

(c) and (d). Yes, Sir. There are plans to upgrade and modernise airport, air traffic control system at Bombay and Delhi and development and improvement of passenger facilities at the international airports during the 8th Five Year Plan (1990-95). Estimates of expenditure likely to be incurred have not been finalised.

Production of Natural Gas From Bombay High

2344. SHRI BALASAHED VIKHE PATIL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the production of natural gas from Bombay High during 1988 and 1989;

(b) whether the present rate of production is as originally estimated by Government; and

(c) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) Only Associated gas is now produced from Bombay High. Production of gas from Bombay High during 1988 and 1989 was about 8,390 million cubic metres and 9,452 million cubic metres respectively.

(b) and (c). The rate of production of associated gas in Bombay High has been higher compared to what was estimated in 1987. The higher level of production of associated gas is mainly due to an increase in the gas-oil ratio

[*Translation*]

Konark Railway Project (Bihar)

2345. PROF. YADUNATH PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Konark Railway Project in Bihar which was started ten years ago is still living incomplete;

(b) if so, the reasons therefor.

(c) the total amount earmarked for this

project and the expenditure incurred thereon so far; and

(d) the time by which it is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) There is no approved Railway Project entitled Konark Railway Project.

(b) to (d). Do not arise.

Booking Office at Hazaribagh (Bihar)

2346. PROF. YADUNATH PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railway reservation and booking office at Hazaribagh in Bihar has been closed;

(b) if so, the reasons therefor;

(c) whether Government propose to re-open it in view of the inconvenience being faced by the passengers; and

(d) if so, when, and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). A Railway out-agency managed by Bihar State Road Transport Corporation was functioning at Hazaribagh Town. Unsatisfactory working, unwillingness of the Bihar State Road Transport Corporation to continue the work and inadequate traffic led to the closure of the out-agency from 1.8.1988.

(c) and (d). Tenders were invited from the contractors in May, 1989 to re-open the out-agency but there was no response. Railway administration have decided to call for fresh tenders.

[English]

Wagons for Transportation of Petroleum Products

2347. SHRIMATI BASAVA RAJESWARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is great demand of railway wagons by oil companies for transportation of petroleum products;

(b) if so, the total demand of wagons during January, 1990;

(c) whether there is any shortfall in supply of wagons to these companies; and

(d) if so, the details thereof and the steps being taken to provide the wagons as demanded?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) The total demand for transportation of petroleum products, during Jan. '90, was 97,253 wagons on Broad-Gauge and 10,832 wagons on Metre-Gauge system.

(c) No, Sir.

(d) Does not arise.

Scandinavian Aid for Improving Customer Services of Indian Airlines

2348. SHRIMATI BASAVA RAJESWARI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines is seeking the aid of Scandinavian Air System to improve its customer services;

(b) if so, whether a team from Scandinavian Air System visited India for conduct-

ing training sessions;

(c) whether any agreement has been reached in this regard; and

(d) if so, the extent to which the agreement will be helpful?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) No, Sir.

(c) No, Sir.

(d) Does not arise.

Coal supplies to Industrial Consumers

2349. SHRIMATI BASAVA RAJESWARI: Will the Minister of ENERGY be pleased to state:

(a) whether there has been a sudden drop in coal supplies to industrial consumers in the non-core sector; and

(b) if so, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). No, Sir. Coal supplies to industrial consumers in non-core sector during the period April '89 to February '90 have been 31.15 million tonnes against the supplied of 31.07 million tonnes during the corresponding period of 1988-89.

National Power Grid

2350. SHRIMATI BASAVA RAJESWARI: Will the Minister of ENERGY be pleased to state:

(a) whether the PHD Chamber of Commerce and Industry has suggested early creation of a national power grid to facilitate

easy flow of power between different States and regions;

(b) if so, whether Union Government have accepted the suggestion; and

(c) if so, by what time a national power grid in the country is likely to be set up?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). Some organisations have supported the idea of creation of a National Power Grid to facilitate easy flow of power between different states and regions. The formation of the National Power Grid is an evolutionary process. Continued augmentation of Extra High voltage lines in the Central Sector and creation/strengthening of the inter-state and inter-regional transmission lines have provided impetus for the same. Formation of the National Power Transmission Corporation is also a step in this direction.

[Translation]

Diesel Component Factory at Hazaribagh

2351. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to set up a new unit of diesel component works in Hazaribagh in Bihar; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

Conversion of Kathgodam-Agra Railway Line

2352. SHRI RAJVEER SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to convert Kathgodam-Agra railway line into broad gauge; and

(b) if so, the time by which the work on it is likely to be started?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir. However, Kathgodam-Lalkua section is proposed to be converted to BG in connection with Rampur-New Haldwani rail line.

(b) Does not arise.

Doubling of Bareilly-Moradabad Railway Line

2353. SHRI RAJVEER SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for doubling the Bareilly-Moradabad railway line in view of heavy density of passenger traffic; and

(b) if so, the details thereof and when the work is likely to start?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). Doubling of Moradabad-Bareilly Section is an approved work. Phase-I of the work between Moradabad-Rampur (27 Km) was approved in 1987-88 and Phase-II between Rampur-Bareilly (63 Km) in 1989-90. Work has commenced.

Provision of Express Trains on Bareilly-Aligarh Branch

2354. SHRI RAJVEER SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to provide an express train on the Aligarh-Bareilly branch line where there is very heavy traffic;

(b) If so, when; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

(c) Existing 4 pairs of direct passenger trains on Bareilly–Aligarh Section are serving the traffic need adequately.

[English]

Loss in Production due to Power Shortage

2355. SHRI R.N. RAKESH: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government's attention has been drawn to the news item which appeared in "The Hindustan Times" dated February 26, 1990 captioned "Power crisis hits AP industries";

(b) if so, the estimated loss of production due to the shortage of power; and

(c) the steps contemplated to remove the shortage of power?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Government has taken note of the news item appeared in "THE HINDUSTAN TIMES", dated 26th February, 1990.

(b) According to the State Government of Andhra Pradesh, due to power cut, about 377 units with 501 KVA to 9999 KVA are expected to suffer production of about 25% to 30% while 38 units having 10,000 KVA and above may have production loss about 40-50%. Most of these consumers are

equipped with self-generating sets to bridge the gap which may further reduce the production losses.

(b) Industries are encouraged to set up captive generating sets by liberally granting licences by the Andhra Pradesh State Electricity Board. The financial institutions are providing loans liberally to secure generating sets.

The Department of power are also taking several measures to overcome shortage of power in A.P. as follows:

Short-term:

- (a) More intensive monitoring of the demand and supply situation, scientific load rostering and demand management.
- (b) Maximising generation from the existing thermal capacity by reducing the down time.
- (c) Early commissioning of Vijaya-wada Unit IV and Vijeswaram CCGT 3X 33 MW.

Long-term:

- (a) Upgrading the capacity of Kothagudem and Ramagundam Thermal Power Stations through implementation of Centrally sponsored renovation and modernisation programme
- (b) Reduction of Transmission and Distribution losses.
- (c) Energy conservation, and
- (d) By capacity addition.

Derailment of Goods Train on Jalandhar-Pathankot Section

2356. SHRI R.N. RAKESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of Government has been drawn to the news item which appeared in the "Indian Express" dated 27th February, 1990 wherein it has been stated that a goods train on the Jalandhar-Pathankot main line section derailed near Cholang Railway station on 26 February, 1990;

(b) whether any enquiry has been made into the causes of derailment:

(c) if so, the details thereof:

(d) the estimated loss of property, and

(e) the details of persons killed and injured in this accident?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No accident occurred on 26.2.1990. However, a goods train derailed at 22.28 hrs. on 25.2.1990 between Cholang and Tanda Urmar stations on the Jalandhar-Pathankot section of the Northern Railway.

(b) to (d). Yes, Sir. As per findings of the Inquiry Committee, the accident occurred due to failure of roller bearing. Loss to railway property has been assessed at Rs. 9.65 lakhs approximately.

(e) There was no casualty in this accident.

Electrification of Delhi-Ambala Railway Line

2357. SHRI R.N. RAKESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to electrify the Delhi Ambala Railway Line:

(b) if so, the details thereof;

(c) the funds allocated for this purpose; and

(d) the time by which the work is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) The proposal is under the consideration of the Planning Commission.

(c) and (d). Does not arise.

Research Project of Neyveli Lignite Corporation

2358 DR. K. KALIMUTHU: Will the Minister of ENERGY be pleased to state:

(a) the details of the research project being set up in Neyveli by the Neyveli Lignite Corporation Ltd. to study the combustive and corrosive properties of lignites; and

(b) the specific achievement of the Corporation in the production and technological fields relating to lignite?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Proposal for setting up a pilot plant at Neyveli to study the aspects of furnace operating parameters, such as, ash deposition, corrosion, erosion and grinding behaviour of lignite, has been formulated by Neyveli Lignite Corporation Limited.

(b) The following table gives the performance of the Corporation in the fields of lignite production and generation of power against the target during the year 1987-88, 1988-89 and 1989-90 (upto February, 1990):-

1987-88		1988-89		1989-90		
Target	Achievement	Target	Achievement	Target	Achievement	
1	2	3	4	5	6	7
Lignite Production (Lakh tonnes)	91.50	101.50	104.58	114.05	104.58	101.60
Gross Power Generation (Million units)	5158	6463	6418	7580	6918	6674

A number of research and development projects on lignite utilisation have been launched by Centre for Applied Research and Development. These relate to lignite based chemical additives, chemical products and intermediates using by-products generated from lignite carbonisation and utilisation of waste products for making useful end products.

[*Translation*]

**Production of Sorbital and Vitamin C by
Drug Companies in Madhya
Pradesh**

2359. DR. LAXMINARAYAN PANDEY:
Will the Minister of PETROLEUM AND
CHEMICALS be pleased to state:

(a) the number of companies producing Sorbital and Vitamin C in Madhya Pradesh and their sanctioned production capacity;

(b) whether some companies are producing more than their sanctioned capacity;

(c) if so, the action taken or proposed against them; and

(d) the number of companies which have been issued letters of intent during the last three years for production of Vitamin C and Sorbital?

**THE MINISTER OF PETROLEUM AND
CHEMICALS (SHRI M.S. GURU-
PADASWAMY):** (a) In the organised sector, the only company reporting production of Vitamin C from Madhya Pradesh is M/s. Jayant Vitamins who has a licensed capacity of 770.5 MT per annum. Production of Sorbital is not monitored by this Ministry as this is not a drug item.

(b) No, Sir.

(c) Does not arise.

(d) None, Sir.

**Chairman and Board of Directors of
Cement Corporation of India**

2360. DR. LAXMINARAYAN PAN-
DEYA: Will the Minister of INDUSTRY be
pleased to state:

(a) the names of present Chairman and Board of Directors of the Cement Corporation of India; and

(b) the details regarding their tenure and the criteria for their selection?

**THE MINISTER OF INDUSTRY (SHRI
AJIT SINGH):** (a) and (b). The names of present Chairman and Board of Directors of Cement Corporation of India, their tenure and criteria for their selection are as under:—

Name & Designation	Tenure		Criteria for selection
	From	To	
1	2	3	4
Functional Directors			
Shri Anand Darbari Chairman-cum-Managing Director	02.01.89	01.01.94	The selection of Chairman-cum-Managing Directors and Functional Directors of Cement Corporation of India is made on the recommendations of Public Enterprises Selection Board (PESB) and after obtaining the approval of the Appointments Committee of the Cabinet. PEBS selects the candidates after interviewing several candidates.
Shri A.U. Rijhsinghani Director (Projects)	21.04.87 (date of superannuation)	12.11.90	
Dr. K.D. Gupta Director (Personnel)	23.04.88	22.04.93	
Shri M.E. Mishra Director (Marketing)	21.02.90	20.02.95	
Part-time Official Directors			
Shri N.P. Singh Joint Secretary Department of P.E.	09.10.89	Till AGM in 1991	Part-time Official Directors on the Board of the Company nominated to represent Government on the Board.
Shri Nirmal Singh Development Commissioner for Cement Industry	30.12.88	Till AGM in 1991	

<i>Name & Designation</i>	<i>Tenure</i>		<i>Criteria for selection</i>
	<i>From</i>	<i>To</i>	
1	2	3	4
<i>Part-time Non-Official Directors</i>			
Dr. L.C. Gupta, Dean Management Development Institute.	21.06.89	Till AGM in 1991] He is a Management expert.
Shri K. Balbir Singh Chief Engineer, LIC	19.07.89	Till further orders	
Shri V. Venkateswarlu Dy. General Manager IDBI.	18.08.89	Till further orders] Nominees of the Financial institutions.

Cement Units run by Cement Corporation of India in Madhya Pradesh

2361. DR. LAXMINARAYAN PANDEYA: Will the Minister of INDUSTRY be pleased to state:

(a) the number of cement units of the Cement Corporation of India in Madhya Pradesh;

(b) the annual production capacity of these units;

(c) whether these units are working to their full capacity and if not the reasons therefor; and

(d) the names of units which have

earned profits and those which have incurred losses, separately, during the last three years?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (d). There are three cement factories of Cement Corporation of India in Madhya Pradesh. Details relating to capacity of each unit, production and profitability during the last three years are given in the statement below. The main reasons for the plants not running at their full capacities are:-

- Power and wagon shortage.
- Labour problem.
- Unforeseen breakdowns.

STATEMENT

Capacity, production and profit/loss of the three units in Madhya Pradesh during the last three yearss

(Fig. in lakh MT)

Name of the unit with installed capacity	1986-87			1987-88			1988-89		
	Production	Loss Rs. in lacs		Production	Loss Rs. in lacs		Production	Loss Rs. in lacs	
1	2	3		4	5		6	7	
Mandhar Distt. (3.8 lakh MT) per annum	3.63	199.72		3.5	156.88		3.4	269.24	
Akaltara Distt. Bilaspur (4.0 lakh MT) per annum	2.60	487.84		2.60	571.47		2.29	722.25	
Nayagaon Distt. Masdsaur (4 lakh MT) per annum	2.69	416.58		2.59	723.93		3.09	491.46	

Expansion of Nayagaon Unit of Cement Corporation of India

2362. DR. LAXMINARAYAN PANDEYA: Will the Minister of INDUSTRY be pleased to state:

(a) whether the expansion work of Nayagaon unit of Cement Corporation of India in Madhya Pradesh has been completed;

(b) if not, the progress made so far in this regard; and

(c) the production capacity of the unit after the expansion?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Cement Corporation of India Ltd. is implementing a project for the expansion of its plant at Nayagaon (M.P.) by creating an additional capacity of one million tonnes of cement per annum. The project envisages setting up of a one million tonne clinkerisation unit at Nayagaon and split location grinding units at Delhi and Bhatinda for a capacity of 0.5 million tonne each. The mechanical completion of the Clinkerisation was achieved in September '87 and the plant is undergoing trial runs for stabilisation. The mechanical completion of the Delhi Grinding Unit was achieved in May 1989. Both the Nayagaon clinkerisation Unit and the Delhi Grinding units are expected to commence commercial production from 1.4.90. Work on the Bhatinda Grinding Unit is held up due to non-receipt of the clearance from environmental angle.

(c) The production capacity of the unit after expansion will be 1.4 million tonnes including 0.4 million tonnes capacity of the existing plant at Nayagaon.

[English]

Farakka Thermal Power Station

2363. SHRI SANAT KUMAR MANDAL: Will the Minister of ENERGY be pleased to state:

(a) whether 600 MW Farakka thermal power station is facing the prospect of shut-down on account of curtailment of its water supplies;

(b) whether some of the water pumps that feed this power station have become inoperative due to the drop in water level; and

(c) if so, the action being taken to ensure the continued working of the above power station, particularly when the West Bengal Station is faced with bleak power position and has to impose drastic power cuts?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) No, Sir.

(b) Due to a drop in the water level in the intake channel, one of the cooling water pumps that feed the power station was stopped for a few days.

(c) The low water level has resulted mainly due to heavy siltation in the intake channel. Measures have been taken to remove the silt and keep the water level at the appropriate level.

Scooters India Limited

2364. SHRI K.S. RAO: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have taken any final decision regarding the future of the

Scooters India Limited, Lucknow;

(b) If so, the details thereof; and

(c) whether Government have also considered the representations of the Employees' Union in this regard?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

Capacity utilisation of Indian Airlines, Vayudoot and Air India

2365. SHRI T. BASHEER: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the capacity utilisation of Indian Airlines, Vayudoot and Air India is being monitored properly;

(b) if not, the reasons therefor;

(c) the details of the capacity utilisation of each airline during the last three years, year-wise; and

(d) the steps initiated during the past years to step up capacity utilisation and the results achieved?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (A) Yes, Sir.

(b) Does not arise.

(c) The passenger load factor of Indian Airlines, Air India and Vayudoot during the last three years has been follows:-

Year	Passenger Load Factor (%)		
	Indian Airlines	Air India	Vayudoot
1986-87	73.7	68.8	64.8
1987-88	76.4	69.3	62.6
1988-89	80.5	66.4	63.4

(d) The capacity utilisation of Indian Airlines has continuously increased and is considered to be on the high side. Enhancement of capacity utilisation of Air India and Vayudoot is a continuous and on-going activity for which aggressive marketing efforts and rationalisation of routes have been done.

[Translation]

Railway facilities for passengers attending Singhashta Festival

2366. SHRI SATYNARAYAN JATIYA: Will the Minister of RAILWAYS be pleased to

state the details of facilities proposed to be provided in Madhav Nagar-Neelganga area for rail passengers attending the Singhashta Festival to be held in 1992?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): In this connection following works have been proposed in Madhav Nagar-Neelganga area:-

- (1) New station building with waiting hall and booking-cum-reservation office.
- (2) Circulating area.

- (3) Extension of platforms covering to full length.
- (4) Additional foot over bridge.
- (5) A pilgrim platform

[English]

Express Trains Between Purli Baijnath and Hyderabad

2367. SHRI ARVIND TULSHIRAM KAMBLE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to provide Express trains between Purli Baijnath and Hyderabad,

(b) if so, the details thereof; and

(c) if not, the reasons for not providing the trains when there is a broad gauge line between these stations?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES) (a) No, Sir

(b) Does not arise

(c) Operational constraints and lack of traffic justification.

Conversion of Kurudwadi-Latur line and New Railway Line from Latur to Latur Road

2368. SHRI ARVIND TULSHIRAM KAMBLE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to raise funds for conversion of Kurudwadi to Latur railway line via Osmanabad, into broad gauge and also for laying a new railway line from Latur to Latur Road; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

Setting up of Gas Based Industries

2369. SHRI P.R.S. VENKATESAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Union Government have received any proposals to set up gas based industries in South and Thanjavur districts of Tamil Nadu; and

(b) if so, the details thereof and the steps taken in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). A number of requests for supply of natural gas from Cauveri Basin have been received from time to time. These include requests for power plants and for fertilizer plants based on gas. Keeping in view the availability of gas, commitments of the order of 2.23 lakh cubic metres of gas per day have been made. This includes 0.70 lakh cubic metres per day of gas for a power plant of Tamil Nadu Electricity Board at Narimanam (Thanjavur District) and 1 lakh cubic metre per day for a power plant to be set up in Karaikal (Pondicherry). Further supply can be made depending upon the increased availability of gas and overall gas utilisation policy.

Introduction of New Trains Between Mayuran and Madras

2370. SHRI P.R.S. VENKATESAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal sent to

introduce new trains between Mayuran and Madras to meet the heavy traffic on metre gauge lines;

(b) if so, when the train is likely to be introduced; and

(c) if not, reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

(c) Operational and resource constraints.

Bridge at Thiruppapullyur Railway Station (Tamil Nadu)

2371. SHRI P R.S. VENKATESAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any new proposal has been received by Union Government from Tamil Nadu Government to construct new railway bridges at Thiruppapullyur railway station, Cuddalore (Tamil Nadu);

(b) if so, the details thereof; and

(c) the action proposed to be taken thereon?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

(c) The Railway can take action, only after the State Government sponsors a firm proposal for the work, duly consenting to share the cost as per rules.

Maintenance of Railway Tracks in Kharagpur Division

2372. SHRI INDRAJIT GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether railway tracks in Kharagpur Division are in deteriorating condition causing frequent derailments, late running and cancellation of trains;

(b) if so, the reasons for not maintaining the tracks properly on this division; and

(c) the steps proposed to be taken for strengthening and proper maintenance of the tracks?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir

(b) Does not arise.

(a) As a continuous process, track renewals are carried out on age-cum-condition basis, wherever required. Regular maintenance of the entire length of the track is also carried out for maintaining the track in safe and good running condition.

Closing of Collieries in Raniganj Coalfields

2373. SHRI INDRAJIT GUPTA: Will the Minister of ENERGY be pleased to state:

(a) whether the Eastern Coalfields Limited has proposed to close down six collieries in the Raniganj coalfields;

(b) if so, the details hereof;

(c) whether Government have approved the proposal;

(d) whether the Trade Union concerned were consulted in this regard; and

(e) if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Eastern Coalfields Limited has a proposal to close down the following five old collieries:

- (i) South Samla
- (ii) Krishna Nagar
- (iii) Ghanshyampur Underground
- (iv) Kankartola
- (v) Samla

The above mines are being closed as they have no potential for the future

In respect of a sixth colliery, namely, Seetalpur, there is a proposal to extend the underground workings to the lower seam and work in this direction has commenced. As a result of this development work, production will be suspended for several months.

(a) As this is an operational decision of the company, approval of Government is not required.

(d) and (e). The proposal was explained to the Unions at the meeting of the Company level Joint Consultative Committee held on 27th February, 1990

[Translation]

Declaration of Jehanabad as No-Industry District

2374. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to declare Jehanabad district of Bihar, as no-industry district;

(b) if so, the details thereof and action taken so far or proposed to be taken in this regard; and

(c) if not, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) No, Sir.

(b) Does not arise.

(c) There is no proposal to add to the existing list of 'No Industry Districts' in the country.

Theft of Railway Property

2375. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:-

(a) the steps taken by Government to apprehend persons involved in stealing or damaging railway property during the last two years in Bihar, particularly in Patna, Danapur, Samastipur, Gorakhpur, Darbhanga, Ranchi, Jamshedpur, Bakhtiar-pur, Bhagalpur, Muzzaffarpur and Bihar-Shariff;

(b) whether some raids were also conducted by the Vigilance Department at these places during this period;

(c) if so, the outcome thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) The following preventive measures are being taken to prevent theft and to apprehend persons involved in stealing Railway Property.

1. Close co-ordination between the RPF, the GRP and the Local Police is maintained at various levels to deal with criminals and receivers of stolen property.
2. Intensive beat patrolling in the yards and other vulnerable areas sections.

3. Conducting raids on receivers of stolen Railway property and deployment of crime intelligence staff
4. Escorting of trains carrying valuable consignments as far as possible.
5. Joint patrolling with Engg. staff is also being undertaken as far as possible.
6. Deployment of Dog squads and patrolling in vulnerable yards and areas.

(b) No, Sir.

(c) Does not arise.

(d) Vigilance personnel are not vested with such powers.

Losses in Coal India Limited

2376. SHRI HARSH VARDHAN: Will the Minister of ENERGY be pleased to state:

(a) the losses incurred by the Coal India Limited during 1988-89 and 1989-90;

(b) the reasons for these losses; and

(c) the steps proposed to be taken by Government to reduce the losses?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). In 1988-89 the Company has suffered total loss of Rs. 23.26 crores. In 1989-90 the company hopes to make a modest profit. The main reasons for the losses in 88-89 is the impact of arrears on account of the National Coals Wage Agreement IV (NCWA IV) as a result of which expenditure on employees' remuneration and benefits increased by around

Rs. 310 crores including arrears of around Rs. 160 crores.

(c) steps taken by the Government to reduce the losses, inter-alia, include:

- (i) revision of coal prices effective from January, 1989;
- (ii) setting targets and assisting Coal India Limited to implement plans for opening new mines, upgrading technology and improving efficiency;
- (iii) helping Coal India Limited to overcome constraints in availability of equipment and essential inputs to achieve better production;
- (iv) more delegation of powers to Coal India Limited through the instrument of a Memorandum of Understanding.

Petrol/Diesel Pumps in Kanpur

2377. SHRI KESHARI LAL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of persons given licences for petrol and diesel pumps in Kanpur city and rural Kanpur;

(b) the number of persons belonging to Scheduled Castes and Scheduled Tribes out of them and the locations of the petrol pumps allotted to them in Kanpur;

(c) whether the petrol pumps allotted to Scheduled Caste persons are being run by other persons; and

(d) if so, the details thereof and the steps taken by Government to re-allot these petrol pumps to Scheduled Caste persons?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) There are at present 62 Retail Outlets (Petrol/Diesel) operating in Kanpur City and 27 in Kanpur Rural;

(b) No Retail Outlet (Petrol/Diesel) has been allotted to Scheduled Castes/Scheduled Tribes category in Kanpur City. One Retail Outlet has been allotted in Kanpur Rural to a Scheduled Caste person;

(c) No, Sir. The above Retail outlet is reported to be run by the Schedule Caste beneficiary.

(d) Does not arise

[English]

Utilisation of Gas for Power Generation

2378. SHRI PARASRAMBHARDWAJ: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state.

(a) whether Government are contemplating to prepare a plan for the effective utilisation of gas for power generation;

(b) if so, whether any schemes in this regard have been finalised;

(c) if so, the details thereof; and

(d) the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (d). Commitments for supply of natural gas have already been made for power generation in the States of Maharashtra, Assam, Tripura, Uttar Pradesh, Rajasthan, Delhi, Gujarat, Andhra Pradesh, Tamil Nadu and Pondicherry. The total quantity of gas committed for power generation at present is about 19 MM CMD.

Further commitments of gas supply for power generation would be made after taking into account the projected availability of natural gas and the requirements of gas for other sectors like fertilizer, sponge iron, etc.

[Translation]

Employment to Commercial Pilot Trainee by IGRUA, Rai Bareilly

2379. SHRI SANTOSH KUMARGANGWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the commercial pilots trained by the Indira Gandhi Rashtriya Urban Academic, Rai Bareilly are given preference in employment by the national airlines; and

(b) if so, the details in this regard and reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Vayudoot and Pawan Hans Ltd. sponsor pilots for training in Indira Gandhi Rashtriya Urban Akademi. These pilots after training are absorbed in these organisations. Indian Airlines and Air-India select pilots from I.G.R.U.A. through campus interviews.

[English]

Thermal Power Plant at Visakhapatnam

2380. SHRI J. CHOKKA RAO: Will the Minister of ENERGY be pleased to state:

(a) whether Andhra Pradesh Government has sent any proposals for 2 X 500 MW thermal power station at Visakhapatnam Stage I for inclusion in the Eighth Plan;

(b) if so, the Stage at which the matter stands at present; and

(c) whether environmental clearance has been given to the said project?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). A feasibility report in respect of the installation of a Thermal Power Station (2 X 500 MW) at Visakhapatnam, is under consideration in the Central Electricity Authority in consultation with the various appraising agencies. The proposal could be techno-economically appraised by the CEA after all the essential inputs have been tied up and requisite clearances have been obtained by the State authorities. Unit-1 (500 MW) of the proposed station is tentatively planned to give benefits in the 8th Plan (1994-95).

(c) No, Sir.

Air Freight on Vegetables to Gulf Countries

2381. SHRI A. VIJAYA RAGHAVAN:
SHRI S. KRISHNA KUMAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the freight charges on vegetables and fruits to gulf countries and other places have been increased recently by Air India;

(b) if so, the details thereof;

(c) the effect of increased freight charges on the vegetable export from India; and

(d) whether Government propose to

reconsider the hike?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir. The rates have been increased by 30% with effect from 15.3.90.

(b) to (d). The mandatory rates for export of vegetables were introduced in 1978 and since then the rates had undergone limited increases. The increase during the last 13 years have not kept pace with increase in operation cost. The value of rupee with respect to SDRs has gone down by about 73.4% during last five years. The increase of 30% in the freight rates which has become effective 15th March 1990 would be absorbed by the trade.

Projected Goods and Passenger Traffic

2382. SHRI BALASAHEB VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have made any assessment about the increase in passenger and goods traffic in 1990-91 and by 2000 AD;

(b) if so, the details in this regard; and

(c) the measures proposed to be taken to meet the situation?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) and (c). A statement is given below:

STATEMENT

(b) Estimates of passenger and goods traffic for the current year viz., 1989-90 and 1990-91 and 2000 A.D. are given below.

Year	Passenger Traffic (in billion passenger km)	Goods Traffic (in billion tonne km)
1989-90 277.89	239.71	
1990-91 286.22	249.74	
2000 A.D.	415-440	~ 400

(c) The measures proposed to be taken for meeting the situation are:

- (i) Generation of adequate line, terminal and rolling stock capacities to deal with the projected growth of traffic.
- (ii) Completion of the process of rehabilitation, replacement and renewal of overaged assets viz., rolling stock, track, electrical, signalling and telecommunications
- (iii) Modernisation and technological upgradation of the system.
- (iv) Improvement in utilisation of locomotives, wagons, coaches and fixed assets.
- (v) Development of integrated inter-model operations, wherever feasible, including containerisation.
- (vi) Progressive electrification of high density routes of missing links and other priority areas.
- (vii) Selective expansion of the railway system to increase the aggregate transport capacity, through development of alternative routes, missing links in the network and the lines required for industrial and other developmental needs, including Defence.
- (viii) A system approach to reduce the costs of operation and to achieve a balance between capital and human endeavour inputs.
- (ix) Improvement of work culture,

staff morale and pride in service.

Passengers Facilitation Services at Indira Gandhi International Airport

2383. SHRI D.M. PUTTE GOWDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the International Airports Authority of India has taken several new initiatives to provide passengers facilitation service at Indira Gandhi International Airport; and

(b) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) During the last one year, some of the major facilities introduced at IGI Airport, Delhi are modification and expansion of Airbus Terminal, free coach service between terminals, provision of STD/ISD and free local telephone facilities, increase in the number of self-help baggage trolleys, provision of coffee vending machine in the domestic security hold area, creation of a VIP parking area in front of domestic terminal, change in the layout of immigration counters, provision of a canopy outside the Domestic Terminal, improvement in public utility services etc.

International Conference on Bio-Gas Technologies

2384. SHRI K.S. RAO: Will the Minister of ENERGY be pleased to state:

(a) whether an International Conference on bio-gas technologies and implementation strategies was held in Pune in January, 1990;

(b) if so, whether Government reiter-

ated their commitment regarding creation and widespread utilisation of new and renewable sources of energy at the conference; and

(c) if so, the programme of Government in this regard for 1990-95 and by 2001 AD?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Yes, Sir.

(c) During 1990-91 it is proposed to install 1.63 lakh family type biogas plants under the National Project for Biogas Development. The programmes for utilisation of new and renewable sources of energy during the Eighth Plan period and by 2001 AD have not been finalised.

Computerised booking of Tickets for Jaipur Keonjhar Junction

2385. SHRI ANADI CHARAN DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the traffic census/potentiality of the railways is judged by the booking of tickets;

(b) whether the computer system of the New Delhi Railway Station books tickets to destination Jaipur Keonjhar Junction (South Eastern Railway) for trains originating from New Delhi to Orissa; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Issue of tickets is one of the criteria to have passenger traffic census and assess traffic potential on Railways.

(b) and (c). Earlier, tickets for Jaipur Keonjhar by 8478 Utkal Express were being issued. Now, the tickets for 2816 Puri Ex-

press and 8476 Neelachal Express trains are also being issued.

Supply of Kerosene to Punjab

2386. SHRI KAMAL CHAUDHRY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the people of Punjab especially, living in rural areas are facing acute shortage of kerosene for some years and kerosene is being sold there at very high rates;

(b) if so, the reasons for not supplying kerosene to Punjab as per their requirement; and

(c) the steps proposed to be taken in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (c). The kerosene oil requirements of States and Union Territories, including Punjab are assessed by allowing a suitable growth rate over the allocations made in the corresponding period of the previous year, and allocations are made accordingly. Besides the regular allocations, adhoc releases are also given to meet specific situations like floods, drought, shortage of LPG etc.

While the overall allocations of kerosene oil to States/Union Territories are made by the Ministry of Petroleum and Chemicals, its further distribution within the States/Union Territories, district-wise and area-wise, is done by the States/Union Territories themselves.

Allocation of kerosene oil to Punjab has been made in accordance with the above policy. The details of allocations to the State in the last three years are given below:

<i>Year</i>	<i>allocation</i>	<i>upliftment (figures in KIs)</i>
1987-88 3,44,728	3,45,641	
1988-89 3,75,265	3,72,973	
1989-90 3,60,707 (upto Feb.)	3,81,143	

It will be seen that upliftment, by and large, has been in line with the allocations. The oil industry regularly monitors the supplies and also maintains effective coordination at the State as well as local levels to ensure equitable distribution. No complaints of any serious shortage or over charging, particularly in rural areas, have been received.

Raw Material for Nylon Spinners

2387 SHRI YASHWANTRAO PATIL
Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether the nylon spinners have been facing shortage of the raw material,

(b) if so, the details thereof, and

(c) the measures taken or proposed to be taken to resolve the problem?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M S GURUPADASWAMY) (a) to (c) The main raw material for the manufacture of Nylon is Caprolactam. At present the indigenous availability of Caprolactam is not adequate to meet the raw material requirement of Nylon industry. The deficit is, therefore, being met through imports.

By way of long term solution to the problem, additional capacities for the manu-

facture of Caprolactum within the country have been approved and are in the process of being established.

Completion of Koel-Karo Project of Bihar

2388 SHRI KARIA MUNDA: Will the Minister of ENERGY be pleased to state:

(a) whether Government propose to complete the Koel-Karo project of Bihar which has been pending for a long time;

(b) if so, the details of steps Government propose to take in this regard and

(c) if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). Not much progress could be achieved on Koel-Karo Hydro-electric Project due to the resistance of the local people to the acquisition of land and the stay granted by the Supreme Court against dispossession of the local people from their land. The stay has since been vacated. In the meantime, for various reasons, the estimated cost of the Project has increased substantially. The project has also not yet received clearance under the Forest (Conservation) Act, 1980. After the forest clearance, the revised cost of the Project will be considered for Government's approval.

Implementation of Recommendations of Hathi Committee

2389. SHRI SUDARSAN RAYCHAUDHURI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are considering any proposal to implement the recommendations of the Hathi Committee on Drugs and Pharmaceuticals;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (c). It has already been decided to review the current policy in the light of the recommendations of the Hathi Committee, and the process of review has begun.

Control of Ropar, Harike and Ferozepur Headworks

2390. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of ENERGY be pleased to state:

(a) whether Punjab Government has not handed over the control of Ropar, Harike and Ferozepur headworks so far to Bhakra-Beas Management Board in accordance with the provisions of Punjab Reorganisation Act;

(b) if so, whether Union Government have given necessary directions to Punjab Government in this regard;

(c) if so, the details thereof; and

(d) if not, the time by which these directions are likely to be given?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) to (d). A directive was issued by the Central Government on 3rd January, 1978 under Sub-Section (8) of Section 79 of the Punjab Reorganisation Act, 1966 directing the Government of Punjab to hand over the control of the Headworks at Ropar, Harike and Ferozepur to Bhakra Beas Management Board.

Joint Ventures with UK

2391. SHRI GOPI NATH GAJAPATHI: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have taken steps to set up joint ventures with UK; and

(b) if so, the areas in which Indo-U.K. joint ventures have been established?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Steps for setting up joint ventures are taken by entrepreneurs. Government grant approvals for foreign collaboration involving financial participation by foreign companies in Indian enterprises after due examination.

A statement indicating the details of such approvals granted for foreign collaboration involving financial participation by UK Companies in Indian enterprises during the last three years is given below.

STATEMENT

Sl.No.	Name of the Indian Company	Name of the foreign collaborator	Item of Manufacture
1	2	3	4
1987			
1.	M/s. EP-OPT Systems Services Pvt. Ltd. New Delhi	M/s. Norland Suzor, UK	Consultancy in sugar sector & allied industries.
2.	M/s. Afcons-Pauling (India) Pvt. Ltd. Bombay	M/s. Pauling Plc. UK	Civil Engg work particularly road construction.
3.	M/s. Kanoria Alkalis & Plastics Ltd. Calcutta	M/s. Hylacast Systems Ltd UK	Nylon Waste Reprocessing & Nylon Monomer castings
4.	M/s. Searsole Electrochem Ltd. Calcutta	M/s. Lea Ronal (UK) Plc. UK	Electronic Grade chemicals.
5.	M/s. Casco Nairan (I) Ltd Muzaffarnagar	M/s. Casco Investment Ltd UK	Food Processing extruded snack etc.
6	M/s. Palmer Surveys (I) (P) Ltd. Bombay	M/s. Palmer Surveys Ltd., UK	Off-shore surveying.
7.	M/s. Bellman India Pvt. Ltd. New Delhi.	M/s. Bellman Computing Ltd., UK	Electronic Data processing.

<i>Sl.No.</i>	<i>Name of the Indian Company</i>	<i>Name of the foreign collaborator</i>	<i>Item of Manufacture</i>
1	2	3	4
8.	M/s. Haldia Petrochemicals Ltd. New Delhi.	M/s. Lintex Investment Ltd., UK	Ethylene, Propylene HDPE, EQ, EG etc.
9.	M/s. Ramada Hotel (I) Ltd. Bombay.	M/s. Ramada International, UK	Hotels & Restaurants.
10.	M/s. Tulse Electronics (P) Ltd New Delhi.	M/s. Tulse Data Ltd UK	Modems, Error Correctors
11.	M/s. Drish Shoes Pvt. Ltd. Chandigarh	Shri Harbinder Singh Anandwala UK	Leather Shoe uppers
12.	M/s. Renuka Reinforced Composites Ltd., Pune	M/s. Hunting Composites Ltd., UK	Glass Reinforced composited products.
13.	M/s. Shivathone Linopack (P) Ltd., New Delhi.	Natural Resources Group P.L.C. UK	Polyols.
14.	M/s. Sulali Byard (Sprial) India Ltd., Calcutta	M/s. W. Byard and Co. Ltd., UK	Spiral Welded Steel pipes.

Sl.No.	Name of the Indian Company	Name of the foreign collaborator	Item of Manufacture
1	2	3	4
15.	M/s. V.S. Prasad, Madras	M/s. Satoc Ltd., UK	Equipment & Systems for pollution control.
16.	M/s. Gujarat Wedge Wire Screens Ltd., Baroda	M/s. N. Greening Ltd., UK	Wedge Wire Screens.
17.	M/s. Thermax Pvt Ltd., Pune	M/s. Geco UK Ltd., UK	Geophysical Services.
18.	M/s. Delhi International Helicopters Pvt. Ltd. New Delhi	M/s. British International Helicopters, UK	Electrification of Indian Railways.
19.	M/s. Witech India Ltd. Bangalore.	M/s. Wilkinson Sword Ltd., UK	Blades & Shaving system.
20.	M/s. Annie Titus Macias	M/s. Zandra Rhodes Ltd., UK	Exclusive designer sarees.
21.	M/s. Asian Coffee Ltd. Secunderabad	M/s. Common Wealth Development Corpn., UK	Pure Instant coffee.

<i>Sl.No.</i>	<i>Name of the Indian Company</i>	<i>Name of the foreign collaborator</i>	<i>Item of Manufacture</i>
1	2	3	4
22.	M/s. Dr. D.R. Baruah Cardiac Surgeon, Bombay	Dr. Baruah Laboratories, UK	Electronic mechanical pace-maker, electronic controlled mechanical hearts etc.
23.	M/s. Nattoobhai S. Patel Gujarat	M/s. Dowty Meco Ltd., UK	Material handling equipment.
24.	M/s. Nicco Molecular Ltd. Calcutta	M/s. Belzone Molecular Export Ltd., UK	Instant, molecular repair process.
25.	M/s. Uttam Roddi, Madras	M/s. Tootal Extiles Holdings Ltd., UK	Consultancy service in textile, the wet processing, energy conservation etc.
26.	M/s. Varelco Nit (India) Pvt. Bangalore	M/s. Varelco Ltd., UK	Connectors.
27.	M/s. Sunbeam Solvents Pvt. Ltd., Bombay	M/s. Gramos Chemicals International Ltd., UK	Paints spray shops.
28.	M/s. Modi Rubber Ltd., New Delhi	M/s. Mirrles Blackstone, UK	Diesel generating sets.

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Sl.No.	Name of the Indian Company	Name of the foreign collaborator	Item of Manufacture
1	2	3	4
29.	M/s. Petroleum Services & Supply Co., Bombay	M/s. MGA Consultancy Services, UK	To Provide mud engg. services in India.
30.	M/s. Sanpra Geophysics Pvt. Ltd., Bangalore	M/s. Sanpra Ltd., UK	Exploration of oil, Geological data aquisition.
31.	M/s. Himachal Pradesh Electronic Systems Corpn. Pvt. Ltd., Simla.	Marconi Co. Ltd UK	UHF-NHF Systems and Radio Relays, Mini Computer etc.
32.	M/s. Sharad Mittal, New Delhi	M/s. Harper and Tunstall Ltd., UK	Coating of polyester film etc.
33.	M/s. Vinayak Chatterjee, New Delhi	M/s. Booker Healths Foods Ltd., UK	Health food/processed food.
34.	M/s. Esweld Pvt. Ltd., Bombay-23	M/s. Esab Holdings Ltd., UK	Welding and cutting equipments accessories.
35.	M/s. R.K. Rai, Madras	MMD Mining Machinery Deve Ltd., UK	Mineral sizers & conveying equipment.

Sl.No.	Name of the Indian Company	Name of the foreign collaborator	Item of Manufacture
1	2	3	4
36.	M/s. Vijay Sabre Safety Pvt. Ltd., Bombay	M/s. Sabre Safety Ltd., UK	Compressor Air/Oxygen breathing apparatus.
37.	M/s. Usha RBR Pvt. Ltd., New Delhi	M/s. RBR (Armour) Ltd., UK	Bullet Resistant & Frangmentation vests/jackets.
38	M/s. S&S Filled Fibers Ltd., Madras	M/s. Norsk Hydro Polymers Ltd., UK	Mineral & Moulding compounds.
39.	S&S Filled Fibres Ltd., Madras	M/s. Norsk Hycro Polymers Ltd., UK	Mineral & Moulding compounds.
40.	M/s. Usha Ysmal Ltd., Calcutta	M/s. Industrial Valves Services, UK	Industrial valves.
41.	M/s. Mishanti Engineers, P. Ltd., Calcutta	M/s. Mari Advanced Micro Electronics Ltd., UK	Computer soft ware
42.	M/s. SBEC Systems (I) Pvt. Ltd., New Delhi	M/s. SBEC Systems Ltd., UK	Consultancy in sugar sector.

Sl.No.	Name of the Indian Company	Name of the foreign collaborator	Item of Manufacture
1	2	3	4
43.	M/s. Kesha Appliances P. Ltd., New Delhi	M/s. Hoover Plc., UK	Vaccum cleaners.
44.	M/s. Sun Coating P. Ltd., Bombay	M/s. Volstatic Ltd., UK	Electrostatic powder coating equipment.
45.	M/s. Tata Exports Ltd., Bombay	M/s. B.P. Solar Indian Holdings Ltd., UK	Solar photovoltaic modules and systems.
46.	M/s. Amenco Technical Marketing Pvt. Ltd., New Delhi	M/s. Ramforce Services Ltd., UK	Specialised friction weldi equipment and accessories.
47.	M/s. Ivax Paper Chemicals Pvt. Ltd.	M/s. PLS Paper Chemicals UK	Paper sizing chemicals.
48.	M/s. B.H. Chalizhazar & Associates Ahmedabad	M/s. Telegan Ltd., UK	Portable energy conservator & Pollution monitors.
49.	M/s. Citizen Electronics P. Ltd., Madras	M/s. Inkomex Ltd., UK	Mini/Micro Processor based computers.

<i>Sl.No.</i>	<i>Name of the Indian Company</i>	<i>Name of the foreign collaborator</i>	<i>Item of Manufacture</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
50.	M/s. Credit Capital Finance Corpn. Ltd., Bombay	M/s. Iazard Brothers & Co. Ltd., UK	For business services (Merchant Banking & Financial advisory services)
51.	M/s. Paoinjarekara Agencies Ltd., Kerala.	M/s. OKO International Ltd., UK	Type Puncture Sealant.
52.	M/s. Ador Cooperheat Ltd., Bombay	M/s. Cooperheat (UK) Ltd.	Electrical equipment & accessories and heat equipment etc.
53.	M/s. Crompton Greaves Ltd., Bombay	M/s. PPI Adhesive Products Ireland, UK	Insulation and other speed purpose adhesive tape for electrical and electron application.
54.	M/s. Datt Kumar & Sarla Kumar New Delhi	M/s. Westing House Brake & Signal Co. Ltd., UK	Air Brakes for Railways.
55.	M/s. Usha Marconi Microelectronics Ltd., New Delhi	M/s. Marconi Electronics Device Ltd., UK	Hybrid circus.
56.	M/s. Modi Threads Ltd., Ghaziabad	M/s. Common Wealth Dev. Corpn., UK	Sewing and embroidery thread.

<i>Sl.No.</i>	<i>Name of the Indian Company</i>	<i>Name of the foreign collaborator</i>	<i>Item of Manufacture</i>
1	2	3	4
57.	M/s. Detection Instruments I. Pvt. Ltd., Bombay	M/s. Detection Instruments Group Ltd., UK	Gas Control (oil field equipment)
58.	M/s. Seimag Pneumatics Nashik	M/s. Process Scientific Innovation Ltd., UK	Air Oil separators vacuum filters oil removal filter and sterile filter.
59.	M/s. V.K. Srivastava, Ghaziabad	Bramottex (International) Ltd., UK	Sewing needles
60.	M/s. Wellman Wacoma Ltd., Calcutta	M/s. Waxoma Trading Ltd., UK	Coal and mineral beneficiation plant.
61.	M/s. Macawber Beekay Ltd., New Delhi	M/s. Simon-Macawer Ltd., UK	Specialized conveying systems and specialised direct injection systems.
62.	M/s. Nivan Chemicals Pvt. Ltd., Maharashtra	M/s. Goricon Metallurgical Services Ltd., UK	Mould coating etc/dressing.
63.	M/s. SSB Industries Ltd., Madras	M/s. Hydro Polymer Ltd., UK	Polymer alloys.

<i>Sl.No.</i>	<i>Name of the Indian Company</i>	<i>Name of the foreign collaborator</i>	<i>Item of Manufacture</i>
1	2	3	4
		1989	
64.	M/s. Costain (India) Pvt. Ltd., Bombay	M/s. Costain International Ltd., UK	For turn key projects in various fields.
65.	M/s. DonWhitley Scientific Equipments Pvt Ltd., Thane	M/s. Don Whitley Scientific Ltd., UK	Anaerobic Cabinets.
66.	M/s. Linemann Haflo India Ltd., New Delhi	M/s. Linemann Haflo Ltd UK	Air Blaster System.
67.	M/s. Model Press (P) Ltd., New Delhi	M/s. Norton Opex International Ltd., UK	For setting up of high technology security printing projects.
68.	M/s. The Indure Ltd., New Delhi	M/s. Louise Engg. Ltd., UK	Factory Discharge Machine..
69.	M/s. Beacon Weir Ltd., Madras	M/s. Weir Engg. Colt Repair System (UK) Ltd., UK	Marine pumps steam turbines and desalination Plants.

<i>Sl.No.</i>	<i>Name of the Indian Company</i>	<i>Name of the foreign collaborator</i>	<i>Item of Manufacture</i>
1	2	3	4
70.	M/s. Fometa India Machines Pvt. Ltd.	M/s. Eglass Tech Engg. Co. Ltd., UK	Fibreglass reinforcement and textiles.
71.	M/s. Heat Trace Xicon Bombay	M/s. Heat Trace Ltd., UK	Electrical heat tracing cables and associated controllers and control panels.
72.	M/s. Sethi Soyas Ltd., Coimbatore	M/s. Commonwealth Dev. Corp., UK	Soyabean oil.
73.	M/s. Mahindra British Telecom Ltd., Bombay	M/s. British Telecommunication Plc., UK	Computer software and services.
74.	M/s. Usha Plessey Networks Pvt., New Delhi	M/s. Plessey Co. Plc., UK	Computer software
75.	M/s. Baker Oil Treating Pvt. Ltd., Bombay	M/s. Baker Production Services, UK	Oil field chemicals.
76.	M/s. Biax Packaging Ltd., New Delhi	M/s. Courtaulds Films and Packaging (Holdings) Ltd., UK	Biaxially oriented Polypropylene film project.

<i>Sl.No.</i>	<i>Name of the Indian Company</i>	<i>Name of the foreign collaborator</i>	<i>Item of Manufacture</i>
1	2	3	4
77.	M/s. Modi Fibres Ltd., New Delhi	M/s. Courtaulds Fibres Ltd., UK	High wet modulus cellulosic fibres produced from solvent spun process
78.	Ajay D Amalean, Sri Lanka	Ditto Ltd., UK	Readymade garments
79.	M/s. Countdown (I) Pvt. Ltd., New Delhi	M/s. Countdown PUC London	Guides count & Discount cards for tourists.
80.	Ind Generators Ltd., Bangalore	M/s. Tech Knol International UK	Multifuel portable generators.
81.	M/s. Kleenoil Filtration India Pvt. Ltd., Delhi	M/s. Kleenoil Sales, UK	Lubricating diesel oil filtration systems.
82.	M/s. Wieco Export Pvt Ltd.	M/s. Mark Weimer, UK	Ladies hand bags, Leather goods etc.
83.	M/s. Mr. B. Tiburtius, Madras	M's. MTL Instruments Group Plc., UK	Intrinsic safety barriers and isolating interface units.
84.	M/s. Mahindra British Telecom Ltd., Bombay	M/s. British Telecommunication UK	Computer software.

Face Lifting of Bhatinda Railway Station

2392. BABA SUCHA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the building and platforms of Bhatinda city railway station are outdated; and

(b) if so, the steps proposed to be taken for their face lifting/reconstruction?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

12.00 hrs.

(*Interruptions*)

[*English*]

SHRI EDUARDO FALEIRO (Mor-mugao): Sir, I have given a notice of Adjournment Motion.

MR. SPEAKER : I have not permitted you.

(*Interruptions*)

[*Translation*]

MR. SPEAKER: Please sit down first.

[*English*]

I will not call those hon. Members who are standing. Please take your seats...(*Interruptions*)

SHRI EDUARDO FALEIRO: Sir, this morning in Goa, a group of disqualified MLAs have been sworn in as the Government of

that State by the Governor who is the representative of the Government of India...(*Interruptions*) It is not only that.

(*Interruptions*)

MR. SPEAKER: It is a State matter.

SHRI EDUARDO FALEIRO: It concerns you, Sir. The Speaker, while continuing as a Speaker, has formed a new political party. Can a Speaker form a new political party, while sitting in the Chair? It is a disgraceful thing. You, as the Speaker, are the custodian of parliamentary democracy in the whole of the country. You must take notice of the conduct of the Goa Speaker and you must permit me to move an Adjournment Motion to censure the Government of India...(*Interruptions*)

MR. SPEAKER: I have not permitted you.

(*Interruptions*)

SHRI HARISH RAWAT (Almora): This is a very important matter. Please allow a discussion on it...(*Interruptions*)

MR. SPEAKER: Now, Shri Ram Dhan.

(*Interruptions*)

MR. SPEAKER: Please take your seats. Mr. Edward, no cross-talks.

(*Interruptions*)

SHRI HARISH RAWAT: We are supporting Shri Faleiro's point. This is a very important matter...(*Interruptions*)

MR. SPEAKER: Please take your seats. No discussion now. I have called Shri Ram Dhan.

(Interruptions)

[*Translation*]

MR. SPEAKER: Why are you standing? I am coming to that. Yes, Shri Ram Dhan.

SHRI RAM DHAN (Lalganj): Sir, you have been the follower of Dr. Ram Manohar Lohia and have advocated his principles. Sir, biennial elections to the Rajya Sabha are being held but it is a matter of great shame that neither ruling party nor the opposition has chosen any Scheduled Caste or Scheduled Tribe candidate. It was stated in our manifesto that due representation would be given to these sections.

MR. SPEAKER: That is all. Now Shri Madan Lal Khurana.

SHRI RAM DHAN: Seats should be reserved for them in Rajya Sabha otherwise it should also be abolished... (*Interruptions*)

MR. SPEAKER: Please sit down. Shri Joshiji, you may also sit down.

SHRI MADAN LAL KHURANA (South Delhi): The Wadhwa Commission was appointed to enquire into the Police Lathi charge on lawyers in Delhi. The Commission has submitted its report to the Government but to this date, it has not been laid in the House. In this regard, I have written to the Home Minister because lawyers have given a notice to go on strike from next week. Therefore, report of the commission should be presented in the House. Otherwise lawyers are going to resort to strike... (*Interruptions*)

SHRI SURYA NARAYAN YADAV (Saharsa): Mr. Speaker, Sir, a barrage was constructed in Saharsa district in Bihar about 30-35 years ago. According to the engineers, the life span of this barrage is over

now and it can give way any moment. Besides its adverse affect on the transportation, it would adversely affect the three regions of Bihar. Therefore, I would request the Government to make immediate alternative arrangements so that it may not cause damage to life and property and may not create any obstruction in movement... (*Interruptions*)

SHRI RAJENDRA AGNIHOTRI (Jhansi): Mr. Speaker, Sir, through you, I would like to draw the attention, of the Government towards the twenty districts of Uttar Pradesh such as Lalitpur, Jhansi, Hamirpur, Banda etc. which are reeling under drought. The Rabi crops in these districts have been destroyed by the drought. The problem of drinking water has become acute in these districts as the wells have dried up. It is a plateau region. If the present water crisis continues in the region, it would cause all around destruction. Therefore, I would like to ask the Government as to what steps are being taken to provide drinking water there? Mr. Speaker, Sir, the people are on the verge of death. Therefore, immediate action should be taken to provide drinking water there... (*Interruptions*)

[*English*]

SHRI P.C. THOMAS (Muvattupuzha): A committee has been appointed for inquiring into the riots of 1984 in Delhi. Justice P. Subramaniam Potti has been appointed its chairman. I would like to bring to the notice of this House that he is a person who has got direct allegiance to one of the parties in this House. He was a candidate in the last Lok Sabha elections. He is directly involved with one side. He may not be appointed.

I have also another point. This is just like what has happened in Kerala. An anti-corruption tribunal has recently been appointed there by the Kerala Government... (*Interruptions*) The members' who are directly in-

volved have been appointed as chairman and members of the anti-corruption committee. I would like to bring this to the notice of the House and I pray that the Minister concerned may take some immediate action...(*Interruptions*)

[*Translation*]

SHRI R.N. RAKESH (Chail): Mr. Speaker, Sir, according to an interview published in the 11-17 March issue of the Illustrated Weekly, a secret agreement has been signed with the Imam of the Jama Masjid. This agreement has been signed between Shri V.P. Singh and the Imam of Jama Masjid and is now kept in the locker of the Jama Masjid. Therefore, House should be informed about the contents of this secret agreement...(*Interruptions*)

[*English*]

PROF.K.V. THOMAS (Ernakulam): One Mr. Subramaniam Potti has been named as chairman of the committee to look into the Delhi riots of 1984. He was the candidate fighting against me. He was the Marxist candidate in the last Lok Sabha elections and he lost...(*Interruptions*) This man has a political tag...(*Interruptions*) With this political tag, how can he inquire into the riots? This Government loses its credibility.

SHRI J.P. AGARWAL (Chandni Chowk): On the one hand, we say that we want to enhance the exports of the country because these are very essential for the balance of payment. But on the other hand, there is a news in the Press that export orders worth Rs. 50 crore have been cancelled and about 2,500 tonnes of goods are lying at the airport and not lifted...(*Interruptions*) Cancellation of the orders will affect the economy of the country...(*Interruptions*) I want to have a statement from the Government... (*Interruptions*)

SHRI ERA ANBARASU (Madras Central): Sir, the conduct of the MLAs of the Goa Assembly forming a new party attracts the provision of the anti-defection bill and it is definitely an assault on the Constitution.

MR. SPEAKER: I have not permitted the Goa issue to be raised here.

(*Interruptions*)

SHRI ERA ANBARASU: I request you to allow a full-fledged discussion on this subject.

(*Interruptions*)

PROF. P.J. KURIEN (Mavelikara): Sir, I would like to bring to your notice that this is an affront on the judicial system itself that a candidate supported by the Janata Dal in the last elections has been appointed as the Chairman of the Commission of Inquiry into the riots of 1984. They speak of institutions. What is the credibility of this Government?

MR. SPEAKER: Take your seat, Mr. Kurien.

(*Interruptions*)

MR. SPEAKER: Now, I have called Mr. Ramashray Prasad Singh.

(*Interruptions*)

[*Translation*]

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Speaker, Sir, yesterday night, five members of a family were killed in village Lakhwar under Ghosi Police Station in my constituency. All of them were communists. Such incidents are taking place there every now and then but till now no preventive measures have been taken there. I would like to request the Government to pay attention to it and take appropriate steps to save

the life and property of the people.

[English]

SHRI GUMAN LAL LODHA (Pali): I have to invite the attention of the hon. Home Minister to a matter of very serious concern. Under the conspiracy Ms. Kiran Bedi, who was working as a police officer here, in Delhi, several advocates were brutally lathicharged and on account of the directions of the Supreme Court, a Committee was appointed. The Wadhwa Committee's Report is to be placed before the House. Thousands of advocates in Delhi have said that a request must be made to the hon. Speaker, and through him to the Home Minister, to lay this report on the Table.

(Interruptions)

SHRI SUDARSAN RAYCHAUDHURI (Serampore): Sir, a high official of the Revenue Department was removed from his post. He was posted in the previous Government under the then Minister, Shri Ajit Kumar Panja. He was removed from the post immediately after the installation of the present Government. We do not know as to what are the reasons. But there is a report that he might act as an election fund raiser for some high and mighty Congress (I) candidate from West Bengal. We want to know the grounds for his removal. I demand a statement from the Finance Minister in this regard... (Interruptions)

[Translation]

SHRI NATHU SINGH (Dausa): Mr. Speaker, Sir, the work in Delhi Courts is going to be paralysed from tomorrow as the lawyers have given notice for strike. The Government has not taken any action on the report of the Wadhwa Committee, which is causing resentment among the lawyers. Therefore, you should ask the Government as to why it has not taken any action on the

report of Wadhwa Committee. It is giving a very bad impression.

SHRI MADAN LAL KHURANA (South Delhi): The situation can take a serious turn.

[English]

MR. SPEAKER: Mr. Nathu Singh, please take your seat...(Interruptions)

[Translation]

SHRI HARI KEWAL PRASAD (Salem-pur): Mr. Speaker, Sir, in the eastern part of the country particularly in Deoria, Gorakhpur, Basti, Ballia districts, the hailstorm has smashed the roof tiles of the houses and destroyed the huts. It has uprooted the mango and the Mahua trees and damaged the branches of the other trees in these areas. It has completely destroyed the Arhar and sugarcane crops. The hailstorm has badly affected the rabi crop in this region which has caused disappointment among the farmers. The State Government have not yet given any relief to the people. Therefore, I would request the Central Government to take steps for providing immediate and adequate relief to the people who have been affected hailstorm in these areas.

[English]

SHRI AJIT PANJA: Sir, the hon. member is saying that an officer has been removed by this Government. I want to know as to who is that officer. The Government is present here. I want an explanation from the Government...(Interruptions)

MR. SPEAKER: You have given your personal explanation.

(Interruptions)

MR. SPEAKER: Now, Shri Chiranji Lal Sharma

(*Interruptions*)

SHRI AJIT PANJA: The Government is present here...(*Interruptions*) I want an explanation.

MR. SPEAKER: Ajit Babu, you have given your personal explanation. Please sit down. No further discussion.

SHRI AJIT PANJA: Who is the officer? I want to know that from the Government.

MR. SPEAKER: Government does not volunteer anything. Please take your seat. You have given your personal explanation. Let us now hear Shri Chiranji Lal Sharma.

(*Interruptions*)

MR. SPEAKER: Please take your seat. Sudershan Babu, please sit down. I have not called you. I have called Shri Chiranji Lal Sharma.

(*Interruptions*)

MR. SPEAKER: Now, papers to be laid on the Table.

12.16 hrs.

[*English*]

PAPERS LAID ON THE TABLE

Notifications under companies Act, 1956 and Notification under companies Act, 1956 etc.

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): I beg to lay on the Table:—

- (1) A copy of Draft Notification No. 14/46/85-CL. V (Hindi and English

versions) directing that provisions of clause (a) of sub-section (1) of section 217 of the Companies Act, 1956 shall not apply to Hindustan Aeronautics Limited, Bangalore, under sub-section (2) of section 620 of the said Act.

- (2) A copy each of the following Notifications (Hindi and English versions) under section 620A of the Companies Act, 1956:—

- (i) G.S.R. 32 published in Gazette of India dated the 21st January, 1989 declaring Messrs A and V Mutual Funds Limited, Cochin, to be a 'Nidhi'.
- (ii) G.S.R. 501 published in Gazette of India dated the 22nd July, 1989 declaring Messrs West Mambalam Permanent Fund Limited, Madras to be a 'Nidhi'.
- (iii) G.S.R. 502 published in Gazette of India dated the 22nd July, 1989 declaring Messrs Al-Falah Mutual Benefits Limited, Lucknow, a to be a 'Nidhi'.
- (iv) G.S.R. 649 published in Gazette of India dated the 2nd September, 1989 declaring Messrs Kodambakkam Benefit Fund Limited, Madras, to be a 'Nidhi'.
- (v) G.S.R. 650 published in Gazette of India dated the 2nd September, 1989 declaring Messrs Manipal Sowbhagya Nidhi Limited, Manipal, to be a 'Nidhi'.
- (vi) G.S.R. 651 published in gazette of India dated the 2nd September, 1989 declaring Messrs Jayalakshmi

Mutual Benefit Fund Limited, Bangalore, to be a 'Nidhi'. [Placed in Library See No. LT—539/90]

Comptroller and Auditor General thereon. [Placed in Library See No. LT—541/90]

(3) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(a) (i) A statement regarding Review by the Government on the working of the Mining and Allied Machinery Corporation Limited, Durgapur, for the year 1988-89.

(ii) Annual Report of the Mining and Allied Machinery Corporation Limited, Durgapur, for the year 1988-89 along with Audited Accounts and comments of the Comptroller and Auditor General thereon. [Placed in Library See No. LT—540/90]

(b) (i) A statement regarding Review by the Government on the working of the Chandigarh Industrial and Tourism Development Corporation Limited, Chandigarh, for the Year 1988-89.

(ii) Annual Report of the Chandigarh Industrial and Tourism Development Corporation Limited, Chandigarh, for the year 1988-89 along with audited Accounts and comments of the

(c) (i) A statement regarding Review by the Government on the Working of the Tyre Corporation of India Limited, Calcutta, for the year 1988-89.

(ii) Annual Report of the Tyre Corporation of India Limited, Calcutta, for the year 1988-89. along with Audited Accounts and Comments of the Comptroller and Auditor General thereon.

(4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (a) of (3) above. [Placed in Library See No. LT—542/90]

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Institute for Design of Electrical Measuring Instruments, Bombay, for the year 1988-89 along with Audited Accounts.

(ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Institute for Design of Electrical Measuring Instruments, Bombay, for the year 1988-89. [Placed in Library See No. LT—543/90]

(6) (i) A copy of the Annual Report (Hindi and English versions) of the National Council for

- Cement and Building Materials, New Delhi, for the year 1988-89 along with Audited Accounts.
- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the National Council for Cement and Building Materials, New Delhi, for the year 1988-89.
- (7) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (6) above. [Placed in Library See No. LT—544/90]
- (8) (i) A copy of the Annual Report (Hindi and English versions) of the Process Cum Product Development Centre, Meerut, for the year 1988-89 along with Audited Accounts..
- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Process Cum Product Development Centre, Meerut, for the year 1988-89. [Placed in Library See No. LT—545/90]
- (9) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Plywood Industrial Research Institute, Bangalore, for the year 1988-89 along with Audited Accounts.
- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Indian Plywood Industrial Research Institute, Bangalore, for the year 1988-89.
- (10) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above. [Placed in Library See No. LT—546/90]
- (11) A copy each of the following Reports (Hindi and English versions) under article 151 (1) of the Constitution:—
- (i) Report of the Comptroller and Auditor General of India for the year 1989—Union Government (Commercial) No.1—Introduction.
- (ii) Report of the Comptroller and Auditor General of India for the year 1989—Union Government (Commercial) No. 3—HMT Limited—Lamps Unit—Goa Meat Complex—National Bicycle Corporation Limited.
- (iii) Report of the Comptroller and Auditor General of India for the year 1989—Union Government (Commercial) No.4—Maharashtra Antibiotics and Pharmaceuticals Limited—Fertiliser Corporation of India Limited—Tacher Unit. [Placed in Library See No. LT—547/90]
- Review of the working of and Annual Report of Singareni Collieries Company Ltd., for 1988-89 and Rural Electrification Corporation Ltd., New Delhi for 1988-89 etc.**
- THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): I beg to lay on the Table—
- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(a) (i) Review by the Government on the working of the Singareni Collieries Company Limited, for the year 1988-89.

(ii) Annual Report of the Singareni Collieries Company Limited, for the year 1988-89 along with Audited Accounts and comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT—548/90].

(b) (i) Review by the Government on the working of the Rural Electrification Corporation Limited, New Delhi, for the year 1988-89.

(ii) Annual Report of the Rural Electrification Corporation Limited, 1 New Delhi, for the year 1988-89 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT—549/90].

(c) (i) Review by the Government on the working of the Coal India Limited, Calcutta, for the year 1988-89.

(ii) Annual Report of the Coal India Limited, Calcutta, for the year 1988-89 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

(2) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (a) and (c) of (1) above. [Placed in Library. See No. LT—550/90]

(3) (i) A copy of the Annual Report (Hindi and English versions)

of the Air India, Bombay, for the year 1988-89 under sub-section (2) of section 37 of the Air Corporations Act, 1953.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Air India, Bombay, for the year 1988-89 together with Audit Report thereon, under sub-section (4) of section 15 of the Air Corporations Act, 1953.

(iii) A copy of the Review (Hindi and English versions) by the Government on the Working of the Air India, Bombay, for the year 1988-89.

(4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above. [Placed in Library. See No. LT—551/90].

Notifications under Essential Commodities Act, 1955

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under sub-section (6) of section 3 of the Essential Commodities Act, 1955:-

(1) The Kerosene (Fixation of Ceiling Prices) Amendment Order, 1990, published in Notification No. S.O. 235 (E) in Gazette of India dated the 20th March, 1990.

(2) The Paraffin Wax (Supply, Distribution and Price Fixation) Amendment Order, 1990 published in Notification No. S.O. 236 (E) in Gazette of India dated the 20th March, 1990. [Placed in Library. See No. LT—552/90].

[English]

SHRI P. CHIDAMBARAM (Shivganga): Sir, I rise on a point of order. Kindly see Rules 352 (ii) and 353. Rule 352 (ii) says:

"A member while speaking shall not—make personal reference by way of making an allegation imputing a motive to or questioning the *bona fides* of any other member of the House..."

Then Rule 353:

"No allegation of a defamatory or incriminatory nature shall be made by a member against any person unless the member has given adequate advance notice to the Speaker and also to the Minister concerned..."

Here an allegation has been made...(Interruptions)

MR. SPEAKER: I have allowed him to speak.

(Interruptions)

SHRI P. CHIDAMBARAM: Either he substantiates the allegation or you expunge it or he apologises to us...(interruptions)

MR. SPEAKER: I will look into it. No question of apologising.

(Interruptions)

MR. SPEAKER: Why are you standing up. It is not correct.

(Interruptions)

SHRI P. CHIDAMBARAM: We do not accept that. He will have to prove it...(Interruptions).

MR. SPEAKER: Sudershan Babu, please take your seat.

I will look into the record. If there is anything allegatory, I would remove that.

We will now go to the next item.

(Interruptions)

SHRI CHIRANJI LAL SHARMA (Karnal): On a point of order, Sir.

MR. SPEAKER: Which rule has been violated?

SHRI CHIRANJI LAL SHARMA: You were pleased to call me.

MR. SPEAKER: But you did not speak. There is no point of order. Please sit down.

SHRI CHIRANJI LAL SHARMA: Other Members did not permit me to speak. It is the hon. Speaker who has to control the House.

[Translation]

MR. SPEAKER: Mr. Sharma, you are a senior Member. Please sit down.

SHRI CHIRANJI LAL SHARMA: Mr. Speaker, Sir...(Interruptions)

MR. SPEAKER: There is no point of order. You are an old member of the House. You are aware of the rules. There is no point of order here...(Interruptions)

[English]

SHRI CHIRANJI LAL SHARMA: It is the Speaker who governs the House. It is the Speaker who administers the rules... (Interruptions)

[Translation]

MR. SPEAKER: I have repeated it that time.

[English]

SHRI CHIRANJI LAL SHARMA: You have to control the House, not the Members.

MR. SPEAKER: The House is fully controlled. There is no difficulty.

SHRI CHIRANJI LAL SHARMA: If other members do not allow me to speak in spite of the fact that you have called me, where should I go? Shall I go and drag them out? You have to control the House and not the members. I have a very important point.

[*Translation*]

MR. SPEAKER: It is all right. Please sit down.

(*Interruptions*)

MR. SPEAKER: Mr. Deora, please raise your matter under rule 377.

[*English*]

SHRI MURLI DEORA (Bombay South): Sir, before 377, why don't you ask the Government to make a statement on Goa?

SHRI P. CHIDAMBARAM: Sir, what is your decision about Goa?

MR. SPEAKER: I have not permitted the Government motion. Yes, Mr. Deora.

12.21 hrs.

MATTERS UNDER RULE 377

(I) **Need to prepare national policy on Urban Development**

[*English*]

SHRI MURLI DEORA (Bombay South): Sir, India's pace of urbanisation is now recognised as the highest. Our urban population increased from 11% at the beginning of this century to about 23% in 1981. Almost a quarter of the total urban population now lives in the four metropolises of Calcutta, Bombay, Delhi and Madras. Experts forecast that India's urban population should increase from 160 million today to 280 million in 2001 A.D. This will not only be a challenge to the future of our cities but also

a question of their very survival.

[**DR. THAMBI DURAI in the Chair**]

12.23 hrs.

Such alarming growth has inevitably given birth to numerous baffling problems with no easy solution and placing unbearable burden on the Government. The principal cause for the State is the total lack of planning and the absence of any defined policy to control urban growth and development. During the past century, planning was out of the question for historical, geographical and political reasons. But now the time has come to give our most urgent attention to the question of our future urban growth.

The most immediate step for the Government is to draw up a national policy for urban development. All future planning of our urban centres should be governed by this policy. The National Urban Development Policy should not only define the basis and parameters within which all planning will be done but should also have a definite programme for urban renewal to provide for the recovery of cities already in decay.

The policy must lay due emphasis on all aspects relevant to urban problems such as industrial location, housing, public transport, public health and employment opportunity environment.

MR. CHAIRMAN: Shrimati. Uma Gajapathi Raju.

SHRI M.J. AKBAR (Kishanganj): Sir, it is a very serious matter. All the refugees will no longer be accepted in the Capital. Is that the policy of the Government?... (*Interruptions*)

MR. CHAIRMAN: Now, the matter in the agenda is 377.

(*Interruptions*)

SHRI M.J. AKBAR: How can Delhi Administration stop refugees to coming to in

the capital? When Kashmir and Punjab are boiling, how can Delhi Administration stop the refugees to come in the capital? The Government must revert this order.

MR. CHAIRMAN: I cannot allow. Once again you are reopening the whole thing. Yes, Smt. Gajapathi Raju.

(Interruptions)

SHRI M.J. AKBAR: Where will the refugees from Kashmir go? Where will the refugees from Punjab go?

SHRI P. CHIDAMBARAM: How can you be oblivious to a human problem?... *(Interruptions)*

SHRI M.J. AKBAR: Are those refugees not Indians? Where will they go? How can Delhi Administration stop them from coming in the capital?

[Translation]

SHRI JAI PRAKASH AGARWAL (Chandni Chowk): You are asking the people of violence-affected Kashmir not to come to Delhi. You would like then to drive them out from here. This is unprecedented. This will mean that the people who are in trouble in some part of the country today cannot come to capital. Do they have no right to get due protection?

SHRI MADAN LAL KHURANA (South Delhi): Mr. Speaker, Sir, whatever the hon. Member has stated is a fact. Delhi Administration should do this work. Delhi Administration...*(Interruptions)* means Central Government.

[English]

SHRI M.J. AKBAR: How can you stop the Indians from coming to the Capital?

MR. CHAIRMAN: Please take your seat.

SHRI MADAN LAL KHURANA: Delhi Administration is part and parcel of the Central

Government...*(Interruptions)*

MR. CHAIRMAN: I request all of you to take your seats. You have already expressed your feelings.

SHRI P.R. KUMARAMANGALAM (Salem): No.

MR. CHAIRMAN: Yesterday also, we had discussed this matter.

SHRI P.R. KUMARAMANGALAM: No.

MR. CHAIRMAN: Whatever things you have already expressed, I will ask them to look into the matter.

SHRI P.R. KUMARAMANGALAM: No. We want to statement.

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI P. UPENDRA): I will convey this to the Home Minister and if any such circular has been issued, we will see that it is withdrawn.

SHRI MADAN LAL KHURANA: You apprise the Minister of Home Affairs about one strike which is to ensure from Tomorrow and that the Wadhwa Committee Report may be placed as the Table of the House.

SHRI P. UPENDRA: Sir, we are also taking steps to place the Wadhwa Committee Report on the Table of the House. At the earliest opportunity, we will place it on the Table of the House.

SHRI CHIRANJI LAL SHARMA (Karnal): Mr. Chairman, something very important. In 8 out of 16 districts, courts are closed for the last six months. People are languishing in jails and the hon. Chairman is not pleased to permit me to ventilate the grievances of the people. In Ambala, Karnal, Faridabad, Yamunagar, Kaithal, Panipat and Sonapat, Rewari districts for the last six months, the Courts are closed. You ask the Government to intervene.

MR. CHAIRMAN: Already the hon. Speaker ruled it out and he did not allow it. I cannot overrule the Speaker's ruling. Please sit down.

SHRI CHIRANJI LAL SHARMA: Courts are closed for the last six months demarcation of boundaries of new districts created by Haryana Government.

*(Interruptions)**

MR. CHAIRMAN: Nothing will go on record.

- (ii) **Need to take steps to overcome power crisis in Andhra Pradesh**

SHRIMATI UMA GAJAPATHI RAJU (Visakhapatnam): The worsening power situation in Andhra Pradesh threatens to turn very serious. In fact by the end of the Eighth Plan the position will be worse. The Growth rate of installed capacity is 6.4 per cent while the demand will grow at the rate of 10 per cent. Consequently, peak power deficit, at the end of the Eight plan, will be 28 per cent. The development of industries in Visakhapatnam will suffer as will the growth in the Agriculture sector. It is therefore necessary that priority action be taken in setting up additional project like the Visakhapatnam Thermal Power Plant, by the Central Government under the NTPC to avoid the crisis looming in the Horizon.

- (iii) **Need to ensure regular supply of electricity in Delhi**

SHRI J.P. AGARWAL (Chandni Chowk): The power situation in Delhi appears to be grim, and has acquired proportions which require immediate consideration at the highest level. Many localities are already being denied regular supply. Also, the small industries have been crying for the improved supply. The past six months were considered to be lean months, because requirement of power is less during winter. If the situation has been bad even during this

period, future prospects are bleak. The previous Government had taken certain decisions and the power situation last year was better. I am sure that the Ministry of Energy will keep in constant touch with DESU and do whatever is necessary, so that people do not suffer because of power shortage in the Capital.

[Translation]

- (iv) **Need to convert metre-gauge railway line into broad-gauge between Manasi Junction and Forbesganj and also to lay new railway line in Saharsa district, Bihar for its development**

SHRI SURYA NARAYAN YADAV (Saharsa): Mr. Chairman, Sir, the district of Saharsa, besides being affected by floods, is a very backward area on account of which traffic remains completely disrupted there. In all the blocks of this district, there are neither any metalled roads nor village roads. As this area is situated on the Nepal—China border, the lack of communication facilities affects the security arrangements and the common people also have to face lot of difficulties in moving from one place to another. At the same time, Central Government and Bihar Government are spending Rs. 100 crores each annually on the flood-relief operations.

Therefore, I would like to demand from the Central Government to undertake the following works on priority basis:

- (1) The metre gauge railway lines between Manasi junction and Forbesganj and Saharsa to Purnia should be converted into broad gauge.
- (2) A new railway line should be laid between Nirmali Bazaar and Saraygarh Stations of Saharsa district. Arrangements should be made to start a train between Forbesganj bazaar and Virpur.

I would like to inform you that a survey has already been conducted 15 years ago in connection with the new railway line proposed to be laid between Saharsa and Bihari-ganj but there has been no progress after that.

(v) Need to take steps for providing drinking water in various districts of Rajasthan

SHRI GUMAN MAL LODHA (Pali): Mr. Chairman, Sir, there is a serious drinking water crisis in the desert areas of Western Rajasthan. Most of the villages of Jodhpur, Pali, Barmer, Jalore, Nagore etc. are affected by an acute shortage of water. At some places drinking water is supplied once in 3 or 4 days and even in the cities water is available only once in 2 days. Even this will become difficult in the coming three months. Due to the non-completion of the lift scheme of the Rajasthan Canal, the crisis of drinking water at Jodhpur city and in the adjoining areas has assumed alarming proportions. In spite of the Jawai dam in Pali district, water has to be fetched from Jodhpur. The Central Government should provide special financial assistance and ensure that the work of the lift canal is undertaken on war footing and drinking water is supplied to these areas from other sources as well at the earliest.

(vi) Need to enact legislation for prohibition of cow slaughter in the country

SHRI CHHAVIRAM ARGAL (Morena): Mr. Chairman, Sir, kindly enact a legislation for prohibition of cow slaughter and fulfil the promise that you had made to the respected Vinobha Bhave ten years back. Thousands of people have laid down their lives for the cause of cow protection movement. It was initiated by Shri Dayanand Saraswati, Mahatma Gandhi, Bal Gangadhar Tilak and the people belonging to different religions i.e. Hindus, Muslims, Sikhs, Christians, Bodhs and Jains etc. were of the view that the family of cow contributes a lot to the

production of national wealth. Hence, the country should be protected against this loss and for that purpose, it is necessary to save the progeny of cow and as such cow slaughter should be prohibited.

[English]

MR. CHAIRMAN: Mr. Argal, whatever is the approved text, that alone will go on record. Apart from that, whatever you have read will not go on record.

[Translation]

(vii) Need to look into tardy implementation of self-employment and other employment oriented schemes in the country

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Chairman, Sir, I would like to raise the following matter of urgent public importance in this House under rule 377.

Government of India has been operating two schemes all over the country, one is self-employment scheme to combat and reduce the magnitude of the problem of unemployment and the second one is being implemented through the district rural development agency for the upliftment of the people living below the poverty line. However, it is seen that the people for whom these schemes have been formulated have not been getting its benefit and they continue to live below the poverty line. In district Jahanabad, loans have been sanctioned to a number of people under self-employment scheme. But hardly even 2 per cent of them have not been able to set up their own industries for some or the other reasons.

Therefore, I would like to urge upon the Government to get an enquiry conducted in this regard through a Central team so as to find out the reasons responsible for such a situation and also to give another opportunity to these people under self-employment scheme to set up their own industries.

12.36 hrs.

[English]

GENERAL BUDGET 1990—GENERAL
DISCUSSION;

DEMANDS FOR GRANTS ON ACCOUNT
(GENERAL, 1990-91

AND

SUPPLEMENTARY DEMANDS FOR
GRANTS (GENERAL), 1989-90—*CONTD.*

MR. CHAIRMAN: We are now taking Item Nos. 6, 7 and 8 together to discuss the General Budget. I request Shri Nakul Nayak to continue his speech.

[Translation]

*SHRI NAKUL NAYAK (Phulbani): Mr. Chairman Sir, the other day I was speaking on the exemption of Agricultural loans. I want to start from that point today. Sir, farmers are the backbone of the nation. So it is the duty of every Govt. to provide necessary assistance to the farmers for their agricultural development. The former Govt. wanted to help the farmers. The schemes were launched for the upliftment of farmers. Loans were granted to them under different schemes. But the farmers were not taught to make the proper use of loan. So, they could not derive benefit from the loans. On the other hand they failed to repay the money. The amount of interest increased. On some agricultural loans the farmers were to pay compound interests which they could not repay. As a result, the economic condition of the farmers deteriorated. Forget about making any improvement in the society they are heavily burdened with debt. However, I am glad that our National Front Govt. has taken bold steps to waive agricultural loans upto Rs. 10,000/-. This will free millions of farmers from debt trap. Infact, this will give new lease of lives to the farmers. I congratulate the Finance Minister for taking this bold

step. All section of the society are appreciating the Finance Minister for waiving the agricultural loans. I would like to make a request in this context. Sir, there is a provision that the farmers who will not repay the loan wilfully will not get benefit of loan exemption. As you know Sir, the officials who are dealing with the disbursement of loans are very clever. On the other hand the farmers living in the rural area are very poor and innocent. So, on the basis of this provision, some officials who are habitual exploiters will continue to trouble the innocent farmers. They will apply this wilfully provision in case of those farmers and will harass them. Therefore this provision should be omitted. Now, loans should be sanctioned to the farmers if they mortgage their house or lands or some other property. A simple rate of interest should be charged on the loans given to the farmers. If we do so, it will provide great benefit to the farmers. Now I would like to speak a few words on environment. Sir, I come from Phulbani District of Orissa State. We had dense forests in Phulbani. In fact, the entire state was rich with forest wealth. But, we do not have rich forest now. Due to large scale felling of trees which went unabated for years together, the forest got depleted and now it has reached to an alarming stage. The other day I was speaking how the forest wealth were being smuggled out. Another factor responsible for the degradation of forest is due to large scale shifting cultivation. It is called Podu cultivation in the tribal areas. This type of cultivation was very popular among the tribals. They were cutting valuable species and clearing the forest. They grow some crop or the other on those land. They hardly became able to earn their livelihood with what they yield. But they destroy the forest to grow the crops. They do not know its impact on our ecology. Therefore I would like to submit the Govt. most respectfully about the need to save the valuable forest from destruction. The tribals should be provided with suitable alternative land. If they are provided with land they not go for the deforestation. They should be provided with land, good seeds and fertilis-

ers. So that they will be able to earn some income from the land. They will be able to earn their livelihood. In the process, we can provide them proper rehabilitation and also we will be able to conserve the forest which is being eroded at a fast rate. The Scheduled Caste and Scheduled Tribes farmers living in the forest areas of Phulbani, Kalahandi and Koraput district of Orissa are mostly doing shifting cultivation. I would like to request to the Hon. Minister to draw a scheme to provide permanent rehabilitation to those Scheduled Caste and Scheduled Tribe farmers. The Central Government should immediately take step in this regard.

Sir, our planning process was defective. It was not able to improve the economic condition of the poor people. Due to our defective planning, the rich people were getting richer and the poor people were becoming still poorer. The wealth was centralised with a handful of capitalists like Tata and Birla. They had the monopoly in our country in last 40 years. Now, I am really very happy that our Government has changed the planning process. Attention has been shifted from well to do people to the down-trodden, cities and towns to the rural areas. The Finance Minister has presented a rural employment oriented Budget. He has laid greatest emphasis on the development of rural area. Government have decided to promote small scale and cottage Industries. A lot of concession has been given in the Budget on small scale and cottage Industries. This will generate new employment avenues for the rural youths. The total concession given to the small scale and Cottage Industries are to the tune of 30 lakhs. A few capitalist were controlling the economy of our country. They had converted India into a monopoly state. I thank the Govt. for making provision in the Budget to promote small scale Industries. This will check the flow of rural people to the urban areas. The Minister has stated in his Budget speech that "people will not go to the towns to work in the Industries. Industries will come to the people of the rural areas. The villagers were neglected all these years Now the situation will change. About 75% of our total population are living

in the villages. Now, with the growth of Industries in the rural areas, the villagers will get jobs. These are some areas in the country where the people were not getting two meals a day. Now they will never remain unemployed. They will get job and thus the lot of these poor villagers will be improved.

Sir, I was listening to the speeches made by some Hon. Members. They were shedding crocodile tears for the poor people of the country. This is just like applying lime in the wound. They are forgetting that they were ruling the country all these years. They are responsible for the poverty of the people. So, they have no rights to speak for the poor people.

Sir, I have to speak a word on consolidation of holdings and cooperative farming. Some eminent economist have advocated in favour of introducing Cooperative farming. In their opinion consolidation of holdings should be completed soon. The Agriculture should be treated as Industry. The land of small farmers should be kept together and Cooperative farming should be introduced. Some people will be permanently engaged in the farming. They will stay inside the farms. They will cultivate the land. Houses will be required for them which will be constructed in side the farm premises. Some teachers will be required to impart education to the children of the farmers who will be working in the farm houses. Dispensaries will have to be set up to provide proper health care to those people. Arrangements will have to be made to ensure irrigation to farm lands. The supply of potable drinking water will have to be ensured. Engineers will have to be appointed to undertake some such programmes. All these programmes will generate additional employment for the rural people. Thus the living standard of the rural people will be improved.

Coming to education I would like to say that 80% of the people in the rural areas are illiterate. Realising this fact the Finance Minister has enhanced allocation for 'education. Prof. Madhu Dandavate has admitted that the people were casting vote recognis-

[Sh. Nakul Nayak]

ing the symbol of different parties. Now literary rate will go up and the people will be able to know which party has got what programmes for them.

Sir, despite the fact that the Hon. Finance Minister has made provision for additional resource mobilisation, he has shown a net deficit of Rs. 7606 crores of rupees in his Budget. This deficit is really a matter of great concern for everybody. I hope this amount of deficit will remain till the end of the financial year. The prices of petrol has increased. But this will have a minimal impact on the commonmen. It will of course have some effect on Tata and Birla. Our National Front Govt. is determined to make all round development of the people of this country. It is clearly reflected in the Budget presented by the Finance Minister.

Lastly, I support the Budget and thank you very much for giving me the opportunity to take part in the discussion. With these words I conclude my speech.

[English]

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : Mr. Chairman, Sir, I like to assume that the Congress Party has many speakers who are both knowledgeable and thoughtful. I am really sorry that Mr. Ajit Panja could not be including among them.

SHRI EDUARDO FALEIRO (Mormugao) : He is not including Shri Ajit Panja in his roll of honour:

SHRI SOMNATH CHATTERJEE (Bolpur) : Do not get upset.

SHRI NIRMAL KANTI CHATTERJEE : I will divide my speech, as it is the style in the Finance Ministry, into two parts. On part is necessary both because Mr. Ajit Panja had referred to it and also because I find that in the statement of the Finance Minister there are some understatements and also in the

Economic Survey, or some statements have not been made at all.

I begin my first point. There are frequent references to a higher growth curve, fulfilment in terms of national income growth in the Seventh Five Year Plan. I just want the House to consider the following facts in order to arrive at what has happened in terms of growth.

It is not easily remembered that our Seventh Plan target, even of foodgrains despite the record output as has been mentioned was 178 million tonnes to 183 million tonnes in the Seventh Plan; and with the help of this record output, we are approaching figure of 171 million tonnes. This is one important production area where the Plan target has failed, yet the five point growth rate, it is stated, has been achieved. Secondly, it is a point of general criticism. In agricultural production targets, one should never compare the terminal years only. What happens in between also is very important because the total availability depends on what happens in between. It is because there were four years of depression on the agricultural front and in the fourth and fifth years, there was a sharp rise. Therefore, even 171 million tonnes, we can show as a record output. This is not how the Planning Commission should fix up the targets. That is one suggestion I am placing before the Planning Commission and the Finance Minister.

Sir, it is not only in the field of agriculture but in other fields also. Take irrigation. What has happened to the target? The irrigation target was additional potential creation of 13 million hectare achievement a splendid 8.5 million hectare. This is how we are approaching the higher growth curve. Take industry. Let me begin with infrastructure, electricity generation about which we discuss. The target was to generate 22246 billion kilowatts and the achievement was infinitely less than that. This is the situation with power generation; this is the situation with irrigation. And in terms of output, we will discover that production of industrial commodities like bicycle sewing machines, elec-

tric fans even, are far short of the target fixed in the Seventh Five Year Plan. Then, what has happened to say that we are on a higher growth curve? What has happened was, in the meantime in the industrial production index, the base has been shifted, and weights have been changed. The new commodities like VCR, motor car, moped, scooter have been given more weights. Sir, there were no targets for some of them in the Seventh Five Year Plan. In case there were some targets for some items, they were more than over fulfilled. Thirdly, I would like to draw the attention of the House that it is very easy to have a high growth rate. We can have - I am using a technical term-incremental capital output ratio of one and not as in industry four or five. If we spend more on administrative services, it is one there; as much as we spend comes out as income in the national income computation. If tomorrow the entire Budget is spent on administrative services, we will have a very very high growth curve. That is how they have arrived at this five per cent growth rate.

There is a second aspect. The second aspect is in terms of equity. What have we achieved in terms of equity? We know about the Directive Principles, where it is stated that inequality in income and inequality in wealth would be reduced. What happened in the course of last forty years or even in the course of last Plan? We know that people who started with assets valued at less than Rs.50 crores, emerged with assets in the course of the Seventh Five Year Plan of Rs. 5000 crores. This is one side of the picture. The other side of the picture is that unemployment is growing. The growth rate in the course of the Seventh Five Year Plan there is an over-fulfilment there is 17 per cent in unemployment. Industrial sickness last year accrued by 40 per cent. That must be considered a record. And there is a talk of bank loan in the priority sector etc. I just want to mention these facts that while priority sector credit in terms of commercial banks has been fulfilled, what is not stated and the Economic Survey does not bring out these facts, is that a new kind of term lending institutions have born in the meantime. Can

you imagine how much they lent? The commercial banks have lent last year Rs. 17000 crores and the term lending institutions have lent Rs. 14,000 crores. Not a pie from there goes to small scale sector. The entire amount goes to the large scale sector. This is the kind of equity that was being generated in the course of the Seventh Five Year Plan. And about the poverty line, the House will be astonished to learn, in order to prove that a large fraction has gone below the poverty line, the Planning Commission had to manipulate the figures. We have the authority of the top man of the National Sample Survey Organisation. He has come out with the statement that in order to manipulate the poverty line figures, the consumer expenditure has been updated by the Planning Commission by 22 per cent. This is the quality. My charge against the Economic Survey is that it still moves around old grooves and does not bring out these figures.

In the course of the Seventh Five Year Plan there is another aspect. There is a talk of self-reliance. I once again bring to not only to the notice of the House but to the notice of the hon. Finance Minister also that there is an understatement in terms of debt. Our reserves today are only Rs. 5331 crores. This itself is an indictment. You know that our deposit under FCANR in Reserve Bank of India in foreign currency is of the value of Rs. 8235 crores. It is in the nature of hot money to move from one country to another. And the normal quality of patriotism will not prevent our NRI to retain these amounts here. If these amounts go out, our reserve becomes negative. This is the kind of situation we are heading for.

There is a talk of deficit. What happened to Centre-State relations in economic terms? I do not think, all deficits are bad. In an inflationary situation it may be bad. But what is important is that we should try to avoid that famous saying 'rinam kritva ghritam pivot' which means (taking ghee with borrowed fund) what is more important is revenue deficit; if the consumption expenditure of the Government exceeds the income to the Government, that spells danger. We know

[Sh. Nirmal Kanti Chatterjee]

that last year, 1989-90, the revenue deficit was of the order of Rs. 12436 crores. This year also it is quite high and the Finance Minister should take care of that.

About Centre-State relations I could have begun by saying what is new in the present budget. There is one striking thing which is this. Once, for a good number of years, before placing budget, the administered prices were not raised. On the contrary, an announcement was made of payment of dearness allowance to Central Government employees. Is it a gimmick that I am uttering this? No. Raising administered prices, even before the Budget Session, was a means to defraud the States, was a means to deny the States and also delaying the payment of dearness allowance to the Government employees for as long as it is possible. In terms of the Centre-State relations, I will have more to say later. In bits, I am trying to indicate to the next round of speakers of the Congress(I) what the context is and what now the Budget's response to this context is. I will deal more with Centre-State relations later. Just one point let me add. The interest burden of the States has gone up tremendously. The Finance Minister once again is not here but I will give you a figure. Every year the interest rate has been going up. From 4.5 per cent in 1985, it went up to 6.3 per cent, then to 7.25 per cent, then to 7.75 per cent, then to 10.25 per cent, then to 12.25 per cent, and finally, the interest rate that is charged from the State Governments has grown to 13 per cent, with an unbearable interest burden for the States as a whole. That is what has happened in the past.

Now, Sir, let me come to how the Budget has responded. My feelings are mixed. There are these good features. There are more collections from direct taxes than indirect taxes. I have the figure with me. That figure says that this year's additional collections from direct taxes would be Rs. 550 crores and from indirect taxes, these would be Rs. 1240 crores. The ratio is 33:66. We know that the prevailing ratio is fifteen per cent

from direct taxes and eighty-five per cent from indirect taxes. Should I not welcome this as a step in the right direction? (*Interruptions*)

SHRI EDUARDO FALEIRO: You do not have the correct figures. Your figures are not correct.

SHRI SOMNATH CHATTERJEE (Bhopalpur): Don't get derailed.

SHRI NIRMAL KANTI CHATTERJEE: I know my figures. Even in terms of total collections from direct taxes, the increment of collections in direct taxation would be 26 per cent and the increment of collections from indirect taxes would be 16 per cent. If you challenge me on figures, I am prepared to take on it. But even while saying this and welcoming the new method of tax incentives, I do feel that it was not necessary to reduce the rate of corporation tax to forty per cent. I do feel that within the Budget, there is scope for the emergence of zero tax companies once again, against which we fought for the last few years.

I am not happy that there is no mention of either estate duty or inheritance tax. It could be a hang over of the past. It could be that this is only the first year, so, the steps are not adequate. My feeling is that even in the first year, more should have been achieved.

I welcome also the modification of donee-based gift tax.

13.00 hrs.

That is an innovation and it is quite welcome. Regarding tax incentive, I would like to suggest that in order that there are more savings which will flow to the States, the ratio of 20% tax rebate may conveniently be increased to between 24% and 25% and the total tax rebate from Rs. 10,000 to Rs. 12,000. That will take care of those people who would like to save in the small savings but were not small people. In the Indirect taxes, not only the ratio has changed in favour of direct taxes, in the indirect tax, we

know that the change is in the luxury items which will collect these taxes. Here also, I would like to state that we do not enjoy the hikes in postal rate. We do not enjoy also the hike in high speed diesel price. The figures are that the Central Government has to pay the subsidy of Rs. 334 crores to the D.T.C., Delhi Transport Corporation. This would mean that their present fare rates would remain at the same level. In high-speed diesel if there is such a hike there, it is bound to be putting pressure on the States on their vast passenger structures, on the subsidies of the State Transport Corporations which will be much more than Rs. 334 crores and all the States together may reach Rs. 1000 crores. I would, therefore, strongly plead that all hike on high-speed diesel should be taken away, along with the demand-pull inflation, we should ensure that there is no cost-push inflation along with the additional charges on the Railways.

I would also like to state that some pressures on the States would continue. Sir, I welcome the consignment tax. I do not enjoy that the special deposits are not eliminated. Special deposits continue to collect Rs. 7000 crores a year. This was due to the States and the Central Government, in trying to centralised has not only created political situations in States like Punjab and Kashmir but also tried to devastate the economic situation. This was one measure of centralisation. I want that if it is not possible in the first year of this Government to give concessions on that, I would plead that you to go back to the policy followed in earlier years when the provident funds of non-Government companies would be deposited in small savings and not in the special deposits.

Sir, in regard to debt relief, it is very welcome, though it has created the doubt why you have not introduced other measures for land-holdings also. Not only that. The Finance Minister has very kindly mentioned that the cooperative debt is to the tune of Rs. 1500 crores and it is for the States to give relief to them. Sir, it does mean that there is an additional burden of Rs. 1500 crores on the States.

Sir, in this Budget one might feel that there is a good deal of transfer to the States. I am sorry, I am afraid that the net transfer is negative. They have published a Budget-at-Glance. In this booklet, the figures are given. The total transfer increases the net resource transfer to States and the Union Territories, the increase is shown as Rs. 3328 crores. But, Sir, if the interest burden is to be taken into account, the budget-at-a glance does not give a true picture. One should add how much interest flow is taking place from the States to the Centre and the amount is not negligible. The net transfer would be much less, that is, by Rs. 3459 crores, in the revised estimate, Rs. 3957 crores in this year's budget estimate. But apart from that, if the net transfer amount is increased in this budget, against that kindly put the additional interest charge of Rs. 1000 crores that has to be borne by the States, and there will be no reduction in interest charges on the loans granted to States. Then there is this amount of Rs. 1500 crores of cooperative debt relief. That gives us Rs. 2500 crores. And then, Sir, as I mentioned, the subsidies to the State Transport Corporation will call for another Rs. 1000 crores. Altogether it is Rs. 3500 crores more than the additional transfer that is being made this year and I want the Finance Minister to take note of that.

It is welcome that the consignment tax has been proposed. It is also welcome that the administrative expenditure control is being initiated with the statement that additional dearness allowance would be incorporated in the administrative budget. But, Sir, the danger continues. It is not the overall deficit. The revenue deficit is no less than last year, this means that the consumption expenditure of the Government is more than the income of the Government. In a situation of inflation I consider that to be dangerous.

Sir, I am not happy with another aspect. There is a talk that subsidies should be decreased. In fact, the foodgrains subsidies have been reduced and imagine the foodgrains prices because of demand of remunerative prices. Because of the new elements to be taken into account in calcu-

lating the remunerative prices, they will rise. The Finance Minister has mentioned that correspondingly the issue prices will rise. And, Sir, the subsidy on food has in fact been brought down. The subsidy on fertiliser has been brought down, but in order to achieve an export led growth the subsidies for export promotion have been increased. I do not think this is the direction of change that was anticipated from the National Front Government even though it is in its first year.

In terms of its economic policy I strongly believe that in order to get away from this situation of not self-reliance but dependence through draining the foreign exchange reserve through import surplus, what should have been done? I agree with the Economic Council's Report. There should be physical control on imports. For exports we depend on outsiders. The international economic scene is not that favourable, and therefore, we should look within ourselves and try to cut down our imports even in terms of technology while technology import is not a 'must'. I submit, Sir, that this suggestion should be taken into consideration.

Sir, I would like to conclude. I have other speakers from our Party to speak. So, I want to conclude by saying that one has to look at the impact of the budget in terms of its impact on the conditions of the people. I express my apprehension that despite the first step the price control will not be there. Both demand full and tremendous cost push will be operative from this year's budget. Sir, the reduction in subsidies must be eliminated in terms of food Rs. 200 crores or Rs. 300 crores have been reduced when we are expecting the remunerative prices to go up. They should in fact increase.

Sir, about the interest collection from the States, the interest rates should be decreased and in order that there is no cost inflation, we are telling again and again, almost every year that one of the important reasons why our economy is not cost effective is our faulty policy of freight equalisation

rate. We cannot have that luxury at this stage of development. If you take the average steel price, it is always higher. The basis of heavy industry and the machine industry is steel. I know the difficulty of restructuring the freight equalisation. But, why should not steps be taken even in the first year for freight equalisation? We can place our economy on an entirely new economic front if we try to decentralise the steel industry, but eliminate the trade equalisation also. I am sorry that this has not been mentioned in the budget speech. There are welcome features also. There is a mention about land reforms and agricultural policy is also there. In the field of industry, they have promised trade union participation in the management, but not in the field of agriculture. I welcome workers' participation in the management but one should go to the extent of eliminating the secret clauses of banking operations so that black income can be combated.

Sir, I want to underline the condition of the people in this manner. I want the House to ponder that today the poverty line is Rs. 10,000/ a year and you can imagine the concentration of the income. The income exemption limit was Rs. 18,000; that means 0.75 per cent of the population come above Rs. 18,000 income a year. We can add tax avoidance and tax evasion to that; agricultural income also is not taken into account. We can add families where two persons having income below that level. With all this, it will not come to more than three per cent. Today, the per family income in the country is Rs. 20,000 in a year. That is the average figure and at Rs. 18,000 level, there is not more than three per cent. So, you can imagine the concentration in the economy. Only three per cent or two per cent of the population have a family income above Rs. 20,000 in a year and 98 per cent of the population is below that level. That is the story of 40 years rule by the Congress (I). With this, we wanted an adequate response from the Finance Minister. First steps have been taken well, but we want more steps in the future.

SHRI EDUARDO FALEIRO (Mormugao): Mr. Chairman, Sir, by now the

yawning gap between the promises made by this Government at the time of election and their performance has become apparent in most spheres of national life. But I believe that perhaps in no other area, the gap between the election promises and performance is as wide and as apparent as in economic front and in this instrumentality of economic orientation of the Government, which is the Budget.

Mr. Nirmal Chatterjee has tried to explain away the admitted position by all sources and by all agencies that the last 5 years of Congress Government under the leadership of Shri Rajiv Gandhi were a period of unprecedented economic growth and development. But even then, here I am with Mr. Nirmal Chatterjee. The Government adverted to the difficulties in the public debt, adverted to the fact that the Budgetary deficit must be controlled. The Ninth Finance Commission itself in its second report spoke of a fiscal crisis, if that level of Budgetary deficit continued in the 8th Plan. The Finance Commission said in the second report, "If the Budgetary deficit as it was prevailing in the Seventh Plan continued in the Eighth Plan, the budgetary deficit would in the course of the forthcoming Plan would be to the tune of around Rs. 33,000 crores and, therefore, this amount itself would lead to a fiscal crisis and therefore, the deficit must be contained." Well, this was one of the main problems on the economic front of the National Front that they will contain the budgetary deficit, that they will contain inflation. I would like to say that they have committed a breach of faith reposed on them by the people who voted for them, not mere by not containing the budgetary deficit but by aggravating the budgetary deficit, by aggravating inflation as this Budget promises and this Budget has already done, if you look around the market and the situation in Delhi and the rest of the country.

Mr. Chairman, if you look at the figures, the Budget at a Glance, the revenue expenditure estimated in this budget for 1990-91 is of the tune precisely of Rs. 13,032 crores deficit, which is far far beyond and above the

estimates which were there for 1989-90, namely Rs. 7,012 crores. It is not only far far above and beyond the estimates for the Budget of 1989-90 but it is even beyond the revised estimates of the 1989-90 Budget, which is at Rs. 12,436 crores. This is a crying shame, that the Government not merely not controlled revenue expenditure but has aggravated the amount of revenue expenditure at this very estimates stage. It means, at the estimates stage itself, the figures are far above the estimates of the previous Budget or indeed above and beyond the revised figures of the Budget, 1989-90.

Now the Minister says, with a lot of optimism which optimism is entirely misplaced -that they will contain this estimated figure at this level and will arrive at actual figure on the same level and on the same figure. Now I say, this optimism is entirely misplaced in view of the experience. Last time, my senior colleague, the then Finance Minister himself said; "He will contain the deficit at the estimates". Steps were taken. But in spite of the steps taken very vehemently, the deficit rose. It is not only in the case of Budget of Mr. S.B. Chavan that the deficit rose beyond estimates but every single Finance Minister in this country while presenting the Budget has promised to contain the deficit at the level of estimates, but not a single Finance Minister seems to be independent and has been able to do that. In the case of Mr. Madhu Dandavate, one can say, he has additional reasons and grounds to justify the so-called mid-term review that he intends to take as to how this deficit is going to jump.

There are additional reasons this year for estimates to be much aggravated and much inflated by the time we come to the actuals. What are these additional grounds? One is debt relief. Rs. 1,000 crores have been allotted for debt relief. Debt relief requires, on the admission of the Government themselves and other Government agencies, some amount of around Rs. 10,000 crores. How do you intend to do this? Having been in charge of banking myself, I know, and I can say this, that Rs. 1,000 crores are

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totally insufficient in case you want to keep your promise. In case you want to breach your promise, in case you want to commit fraud on the people by making these populace promises which you know cannot be kept, in that case alone, this Rs. 1,000 crore figure is tenable. Therefore, revenue deficit is going to increase because the debt relief amount is not sufficient, in fact, altogether insufficient. The revenue deficit is going to increase also because the dearness allowance instalment that you have provided for Rs. 100 crores is altogether, not even remotely, sufficient. The Finance Minister has said that they need not intend to make a deduction of 5% or ask the Ministry to deduct 5% of their Budget for the purposes of dearness allowance instalment. From experience, any one of us who has been in the Government can say that no Ministry is going to make this deduction. No Ministry is going to curb on their revenue expenditure. They may curb their capital expenditure in which case development suffers. But I do not believe that they will even cut on their capital expenditure. They will come to the Finance Minister to ask for more money for the purpose of dearness allowance instalment and, therefore, on this ground again, revenue deficit will increase.

The revenue deficit will again increase because of your populace promises to make the right to work a constitutional right. You have assured the people in this Parliament that you want to include the right to work among the Fundamental Rights. Where is the provision in this Budget? Where is the financial allocation in this Budget to provide infrastructure and the money for the Employment Guarantee Scheme? You cannot provide work. You will have to make further allocation for this purpose as soon as you make the right to work a constitutional right. You have not provided for it. It will go on adding to the revenue deficit and, therefore, this estimate is an insult to the electorate because it is breach of faith of the electorate when you said that you would contain the deficit. In the estimate itself, you have given

a figure which is far in excess of the estimate of last year which is in excess of the revised estimate and these estimates are going to be seriously aggravated by the time that becomes revised estimates to the actuals for many reasons some of them I have already mentioned here. The over-all deficit is shown as Rs. 7,206 crores. This deficit is obviously achieved, as the figures show, by adding capital surplus to cover revenue deficit which is again strongly anti-development, which is taking money from capital investment, taking money from development to adjust it towards revenue expenditure, and this Budget, therefore, is on these lines, viz., anti-growth, and makes no effort at all to contain revenue expenditure, as promised by them.

The question of budgetary deficit was a serious concern of the previous Government and, therefore, the previous Government had asked the Finance Commission to establish norms and to articulate a normative approach as to the limits of the deficit both the Centre and the States. It was a new thing that the Government of India did and it has shown in paragraph 4 of the term of reference of the Ninth Finance Commission where it calls upon the Commission that in making the recommendations, the Commission shall adopt a normative approach in assessing the receipts and expenditures on the revenue account of the States and the Centre.

This normative approach was articulated by the Finance Commission both for the States and for the Centre. It was articulated and is articulated at Paragraph 10.9 and in the following paragraphs of the Commission's Report. The Commission mentioned the norms for the limit of the States and also mentioned the norms for the limit of the Centre by saying that this must be discussed by the Centre with the Governor of the Reserve Bank and this limit must be adhered to. In case of extraordinary circumstances, the Commission said that the matter must be brought before the Parliament and must be discussed by Parliament and any excess, beyond the norms, must be approved by Parliament. It is sad to note that

whilst the recommendations of the Finance Commission regarding the limits on the deficit of a State have been approved and accepted as shown in the Explanatory Memorandum and the action taken on the recommendations made by Finance Commission at Paragraph 3, as far as the recommendations for establishing the limit and norms for the limit on the deficit of the Central Government are concerned, they have not been accepted and have been kept in abeyance. This is shown in Paragraph 7 of the Action Taken Explanatory Memorandum. It says that the Commission has made certain other recommendations. This fundamental recommendation, imposing a limit normative approach on borrowing by the Centre is dismissed as certain other recommendations in the Report are there. And it is said here by the Finance Minister in his Explanatory Memorandum that these do not require any immediate action and will be considered in due course. It is very sad and very unfortunate and has to be regretted very strongly that the Government of India which is the party that has promised to contain the budgetary deficit, when confronted with the norms normative approach articulated by the Finance Commission has refused to accept them, refused to endorse this normative approach for itself whilst endorsing the normative approach for the States.

The States have been unfairly treated in this Budget. This Government speaks day in and day out, of decentralisation as one of its priorities. What will they do when it comes to financial decentralisation? As far as receipts are concerned and as far as taxation goes, the taxation amount in the Budget proposal is Rs. 1,790 crores as shown in Page 4 of the 'Budget at a Glance.' Out of Rs. 1,790 crores only Rs. 3 crores go to the States and the rest remains with the Centre. This is in sharp contrast to the position in the previous Budget. In the last Budget of our Government in 1989-90, the total additional resources mobilised through the Central Budget were Rs. 1,779 crores, out of which the States' share was Rs. 384 crores. The total amount was Rs. 2,163 crores out of which the Centre's share remained at Rs. 1,779 crores and Rs.

384 crores was the States' share in contrast to Rs. 3 crores given to the States now. This is the position. Therefore, the amount that goes through the taxation to the States has decreased sharply in this Budget. It is against the interest of the States. This is against the proclaimed approach of decentralisation. Therefore, this is being unfair to the States and it is something which the States cannot and, I am sure, will not countenance.

This Budget is inflationary more than most of the previous Budgets. It is inflationary because those areas where there is the highest potential and which are known for the largest and the strongest cascading effects have been taxed and the prices have been raised. Petroleum product is one area where the cascading effect is among the strongest. Railway freight transportation is another area where the cascading effect is among the strongest. Therefore, this inflation is already visible. It is going into two digits and, unfortunately, there has been such a heavy increase in the prices of petroleum products and also in the railway prices that the inflation has started to grow. It has already started. There are demonstrations and protests in Delhi itself—the Members from Delhi will admit this position—against the Budget. The inflation became apparent immediately in increase in the rates of transport and all other commodities in the market. therefore this Government which talks about common man has hit the common man the most by increasing the inflation to these levels.

It has also increased the percentage of direct taxes vis-a-vis the indirect taxes. Therefore I wanted to correct the hon. Member who spoke before me. The actual position is, in the previous budget the percentage of direct to indirect taxes were practically half-half roughly. It has been reduced now as far as direct taxes are concerned to 1/3 and the indirect taxation has grown to about 2/3 roughly. Therefore the percentage of indirect taxes has grown. It is against the interests of the common man and the common man suffers.

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On this ground and other grounds which I have already mentioned, inflation is taking place. The greatest sufferer, the greatest victim is the common man, the simple citizen who depends on fixed incomes and who has limited source of income.

This budget is anti-development. It controls not the budgetary deficit, but aggravates it. This budget is highly inflationary and affects the interests of the common man. I will now call this budget as anti-development and anti-growth. As I have already said, capital surplus has been used to cover revenue deficit and this makes it anti-development.

Furthermore, there is no allocation in real terms in any core sector. The Finance Minister and other Ministers of this Government have talked very loudly inside and outside the House of how much they have done for agriculture and rural development. Let us see what this Budget has got to show for these promises. Look at the Budget. We find that the Budget Estimates for this year is Rs. 1584 crores as compared to the Revised Estimates for the previous year of Rs. 1371 crores. The difference is about Rs. 200 crores which hardly covers the running inflation rate of about 8%. Therefore there is no increase in real terms as far as agricultural sector is concerned.

They have spoken so loudly about the rural development. If you look at the rural development allocation in the Budget Estimates it is Rs. 2664 crores as against the Revised Estimates of Rs. 2645 crores of last year. A meagre increase of about Rs. 20 crores is there which is a negative allocation. They make a negative allocation for this particular sector and they talk so loudly about the rural development sector. The allocation in real terms is negative because there is hardly Rs. 19 crore increase and this increase is off-set very much by 8% running inflation.

Similarly in the Energy sector there is no

real increase. Nor is there any increase in transport, communication or any other sector. Therefore this budget is anti-development. It is stagnation oriented. What is going to happen is stagflation-inflation and stagnation combined.

I would like to say that this budget is really the harbinger of financial disaster. If it depends on the external assistance, the international scenario is very grim. It was already grim before the eastern European developments. The IDA share of concessional finance was decreased for India by the entry of China and other countries. With eastern European financial assistance or concessional assistance both in terms of aid as well as trade, we are going to suffer. The international scene is very grim for the developing countries and especially very grim for our country. Therefore, this is—in this context and in the context of this Budget which I repeat a breach of faith and fraud on the people because it does not keep its promises. On the contrary, it aggravates the earlier situation as far as the budgetary deficit is concerned. There is a substantial increase in inflation and the deficit will go up to two digits. It is anti-growth and anti-prosperity. I am therefore compelled to oppose this Budget, in spite of my highest regard for the Finance Minister. He has come now. I remembered just now that the Finance Minister is here. The manner in which this Budget has been prepared is a shabby one. I am very partial; but I admire him at the personal level. He was a freedom fighter involved in the freedom of my own State—from the part of the country from where he comes. This Budget is prepared—with due respect to him—in a shabby manner. This Budget speaks here that the same benefits which are there are available for the freedom fighters. It says that the same pension which is given to the freedom fighters in the rest of the country will continue. This is stated in paragraph 74.

"Freedom struggle is indivisible and therefore it has been decided that those who fought for liberation from the Portuguese rule will be eligible for Union Government's pension and all other

benefits available to other freedom fighters”.

These benefits are available since 1972, Mr. Finance Minister. The position is the same. I have done it myself. I object to it as a Member of Parliament. I have been involved in this.

THE MINISTER OF FINANCE (PROF. MADHU DANDAVATE): I Will not intervene on any other point. But, I have myself led a delegation to Shri Buta Singh and he said, “on checking I found that excepting those who are coming from Goa, those who fought from other parts of the country, unfortunately, are given, at present, pension only by the State Governments and not by others”. We will remove that. All that I have done is, what your Home Minister promised, I have completed.

SHRI EDUARDO FALEIRO: Whatever he might have promised, the position is the same. Mr Finance Minister, since the year 1972, the same benefits which are available to freedom fighters in the rest of the country, are available to Goan freedom fighters. This, I have done myself and I myself have been on this Freedom Fighters' Association and a Member of the Rajya Sabha was the President of the Association

SHRI YAMUNA PRASAD SHASTRI (Rewa): No freedom fighter was getting benefits from the Central Government.

SHRI EDUARDO FALEIRO: Sir, I am telling you, I myself have got it for so many people, as a Member of Parliament. I have been here for 12 or 13 years. A Member of the Rajya Sabha Shri Purushotham Kakodkar was the President of the Freedom Fighters' Association who is also an eminent freedom fighter. Nobody can deny it. He himself had said this. This is what we know. I saw the Finance Minister coming and it proved a point and that is why I am pointing out; otherwise I would not have mentioned as to how this Budget has been hurriedly and shabbily prepared against all promises that your party had made. Now you are burdened

with those things and you cannot implement them.

I therefore, with due respect for the Finance Minister at the personal level, oppose these exercises that come in the name of the Budget for the year 1990-91.

[Translation]

SHRI VIJAY KUMAR MALHOTRA (Delhi Sadar): Mr. Chairman, Sir, I feel that the circumstances under which Shri Madhu Dandavate has presented the budget, were quite difficult. Hardly 100 days have passed since the formation of the new Government. But during the past 40 years of Congress rule, the country had been economically shattered for political reasons. So the new Finance Minister had to work on the budget in the difficult economic situation with a view to find a solution of the existing problems, Under the seventh five year plan initially a deficit of Rs. 1400 crores had been estimated which had ultimately touched a higher mark of Rs. 35,000 crores. Earlier the burden of foreign debts on the country stood at the level of Rs. 2,00,000 crores which has now come down to 1 lakh crore. However, we will have to raise a foreign loan of 40,000 crores dollars during the current year. As on 1st December, 1989 there were about 3.27 crores names on the live registers of the employment exchanges. I think that these were the difficult situations Shri Dandavate had to cope up with at the time of preparation of Budget. Inspite of these difficulties, he has taken some good steps. Loans of the farmers upto Rs. 10,000 have been waived off. A scheme of 15 percent subsidy on setting up on industries in backward areas has been reintroduced. Gold Control Act has been declared void, and various other steps have also been taken. Shri Madhu Dandavate is a follower of Gandhiji and has been a socialist leader. Gandhiji had said that he envisaged such a uniform system under which it should be the criterion of Undertaking new item of work that it benefits the poor. In case, we see it from that angle, I would regret to say that the Budget presented by Shri Madhu Dan-

[Sh. Vijay Kumar Malhotra]

davate, has not brought any relief to the farmers, farm labour, workers, slum dwellers and primary teachers. With the presentation of budget, there has been a record boom in the share market with a wave of jubilation and encouragement for the multi-national companies and big industrial houses. All these things reflect the very base, of it Five star hotels also hoisted parties to celebrate it. On the other hand, it has disappointed the poor slum dwellers. The current budget proposes to impose a total tax burden of Rs. 3250 crore including the tax burden proposed under the Railway Budget. I could have understood the rationals of the record taxation in case it had come out with a proposal of some revolutionary measures for the poor, the unemployed and the labourers of this country. However, I would like to dwell upon the existing situation. First of all, I will talk of direct taxes. First we take corporate tax. Shri Madhu Dandavate has reduced the rate of corporate tax. I was very much surprised to see that the rate of income-tax on the companies and unlimited companies has been reduced to 40 per cent whereas it is 45 per cent in respect of small companies and 50 per cent for all those which are engaged in trading and investment. In U.K., it is 35 per cent on big companies, and 25 per cent of small companies. Even in U.S.A. it is 34 and 14 per cent respectively. There is no country in the world where there is lower rate of tax in respect of large companies and a higher rate in respect of small companies. I fail to understand how a socialist like Shri Madhu Dandavate has allowed a tax relief to big corporate sector and imposed a tax at the rate of 50 per cent on those persons who are engaged in trading and investment and working in partnership. The tax rate on personal income and on partnership firms stands at 54 per cent i.e. 50 per cent income tax with a surcharge rate of 8 per cent on it but it has been reduced to 45 per cent in respect of Corporate sector. I fact what should have been done is that a relief to corporate companies shall have been allowed after giving a relief to the small companies, small scale industries, cottage

industries and in the rate of personal income. There is relief in the rate of tax on the dividend of large companies. But in case two persons from a company or start some industry in partnership, There is no tax relief on the profit as it is given in respect of dividend. In the end, I would like to say that a relief in tax at the same rate as is given in respect of large corporate companies should be allowed to small companies and all those engaged in trading and investment. Even in case of small industries and the personal income, the rate of income tax should be brought down to the level of 40 per cent, otherwise that will be something unjust.

Mr. Chairman, Sir, I would like to say a few words about the personal Income-Tax. You have raised the exemption limit from Rs. 18,000 to Rs.22,000. This amount has risen by Rs.4,000 in one year and in this way a person is able to save Rs. 800 in a year, that is Rs.66 in a month. Mr. Chairman, Sir, with the recent hike in the prices of Petrol, the revision in the Postal tariffs and increase in Railway fares and excise duty, an additional burden of Rs.150 to Rs 200 per month has been put on a middle class person and the Government employee. Therefore, the benefit of Rs.66 which he gained as a result of the raise in the exemption limit is lost in the wake of the additional burden of Rs. 150 to 250 put on his shoulders and thus his purse is further strained. According to the calculations of the hon. Finance Minister, Shri Madhu Dandavate a person with an income of Rs. 42,000 per annum would not have to pay income tax, but he would not benefit from the tax rebate proposed under the new formula. Had the tax rebate been under the previous formula, a Government servant with an income of Rs. 50,000 per annum and a saving of Rs. 6,000 would have had to pay just Rs.2200 as income tax, but now, under the new formula, he would have to pay Rs. 2800. Thus, he would have to pay about Rs. 600 more. Similarly, under the previous formula, a self-employed person with an annual income of Rs. 42,000 and a saving of Rs. 8,000 would have to pay income tax worth Rs. 3,100 but now under the new formula, he would have to pay Rs. 500 more.

Mr. Chairman, Sir, thus, with the tax rebate, under the new formula, not only the benefit obtained from the exemption limit is lost, but the liability has increased as well. No benefit is obtained from the raise in the exemption limit from Rs. 30,000 to Rs. 40,000 under section 80CC. It is just a question of postponing the tax payment. The tax would have to be paid, along with interest, next year, if not in this year. So, it is not any kind of relief. I would like to appeal to the hon. Finance Minister to raise the exemption limit of personal income tax to at least Rs. 30,000. Only then the Government Servants would get some marginal relief otherwise going by the price rise, the proposed raise in the exemption limit would not benefit them in any way. Similarly, the maximum income-tax should also be 40 per cent like the 40 per cent corporate tax. Mr. Chairman, Sir, I would also like to state that it is unjust to tax Dearness allowance, City Compensatory Allowance and house Rent Allowance. D.A. is given to neutralise the price rise by 75% in the middle bracket and if a 30 per cent or 40 per cent tax is imposed on it, then, in these days of rising prices, it would not be possible to neutralise the price-rise by even 40 to 45 per cent. Therefore, D.A., C.C.A. and H.R.A. should be exempted from income tax.

Mr. Chairman, Sir, after this, let me come to the major problem of unemployment. We have promised to include the Right to Work among the Fundamental Rights. There are about ten crore unemployed people in the country. Is it not the responsibility of the Government to provide them with employment? If not all, at least some should be provided with employment. With the creation of an atmosphere of the Right to Work, a hope has kindled in the hearts of our young people and this time definitely we should take an initiative to fulfill that hope and this modest beginning could be made in some way, but I regret that a provision for providing self-employment to only one lakh people has been made under the Urban Employment Schemes in the budget presented by Shri Madhu Dandavate. Mr. Chairman, Sir, at the moment, the names of 3 crore and 27 lakh people are registered with the employment

exchanges. Out of this 2.75 lakh people were given placements last year and if one lakh people out of them are provided with self-employment, what would happen to the rest of them? Last year, 65 lakh more people registered their names with the employment exchanges. In this way, the number of unemployed people is increasing. If steps were taken in this Budget to solve the unemployment problem, these could not even be termed as a beginning. Mr. Chairman, Sir, there has been a blanket ban on the creation of new posts during the five years of Congress rule. Not even a peon, a postman or any other employee was recruited throughout India during this period. Since 1985, there has been a total ban on the creation of new posts. On the other hand, crores of our young people have crossed the upper age limit fixed for the Government jobs. Now, these people would not get any employment anywhere. Hon. Finance Minister, Sir, if you cannot make provisions for 'The Right to Work' for these people, you could at least withdraw the anti-youth rule made by the Congress Government under which a blanket ban was imposed on the recruitment to Government jobs and creation of new posts, and which had the effect of increasing unemployment among the youth. At least that ban could have been lifted, so that these unemployed young people could be accommodated to some extent. After all, we have got such a massive development work and planning work in hand and how could we be able to accomplish it, if new recruitments were not made? While on the one hand, the population of the country is increasing at a fast pace and new post offices are being opened to meet these demands, on the other, not even a single post man is being recruited. If you cannot make provision for the 'Right to Work' for the unemployed youth and if you cannot pay them unemployment allowance, you can at least lift the ban on new recruitments to Government jobs and the Public Sector. You should take this step immediately. Mr. Chairman, Sir, if you look at the figures, you would find that in 1984, four lakh people got employment, in 1985, the number of people who got employment was reduced to three lakh and eighty thousand, in 1986, it was

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further came down to three lakh and fifty-one thousand, in 1987, it further came down to three lakh and thirty four thousand and in 1989 only two lakh, eighty thousand people got employment. Thus, the number of people getting employment has constantly been on the decline. The situation in the Private Sector is all the worse. There also, the number of working people has been reduced by two lakhs between 1981 and 1987. Thus, the doors of both the Public and Private Sectors for purposes of employment have been closed on the unemployed people. On the other hand, you are thinking of providing employment to one lakh people under Self Employment Schemes. Crores of young people throughout the country had high hopes from this Budget. But the budget belied their expectations. I hope you would positively take some steps in this direction, so as to provide some relief to those frustrated people.

Mr. Chairman, Sir, you can provide employment under the Self-employment and other Schemes, only through Small Scale and Cottage Industries. The theory of the Congress party was that you create wealth and if wealth is created, it would generate employment opportunities. I consider this theory completely unjustified and unsuitable to the Indian conditions. I believe that wealth can be created only through the means of employment and there is no other way. For this, we should replace mass production with production by the masses and this objective could be fulfilled only by encouraging small-scale and cottage industries and there is no other way. Small scale Industries account for sixty per cent of our production and they generate eighty per cent of the employment opportunities whereas they get only ten per cent of the raw materials and 10 per cent of the bank loans. I could have understood that, if Shri Madhu Dandavate had stated in this Budget speech that 30 to 40 per cent of the finance would be arranged from Financial institutions for those small scale industries, which account for 60 per cent of our total production and generate 80

per cent of employment. I do not see any such thing in this Budget and no such resolve has been reiterated therein. He has certainly made some reference to the Cottage Industries and said that some reservations would be made for them, but since 1956, when this Industrial Resolution had been adopted, not a single item has been reserved for them under the law. On the other hand, all the consumer items are produced by Multi-nationals and other big business houses and you have been providing them with all sorts of facilities. No particular change would take place in the situation, unless you change your thinking process. It can be achieved only by making necessary laws and passing Acts. The Congress Party has been promising it since 1956, but it did not consider it necessary to bring about an Act in this regard even one during the past 30 to 35 years of its rule. I would like to say that, if the hon. Finance Minister really wants to encourage Small Scale and Cottage Industries, it is not enough to make references to it in the Budget Speech. You will have to make a law under which the production of all the consumer items should be exclusively reserved for the Small Scale and Cottage Industries.

Mr. Chairman, Sir, I would like to make a submission regarding prices as well. The position today, as far as bringing down the prices is concerned, is that in our manifesto and in the manifesto of the National Front Government, a lot of things were said about price-rise.

I failed to understand as to why sugar should be sold at Rs. 9.00 a kilo. as well as the hon. Prime Minister used to raise much hue and cry over this issue. Earlier sugar used to be sold at Rs.6.30 a kilo.

[English]

MR. CHAIRMAN: Please wind up. There are about 6 other BJP members who want to speak on it.

SHRI VIJAY KUMAR MALHOTRA: Sir, I will take a few minutes time.

[Translation]

I was submitting as to why an Industrial Production Price Commission should not be set up on the lines of Agriculture Price Commission? Why industrial goods are allowed to earn profit of 300 to 400 per cent over their cost of production? Why an industrial commodity whose cost of production is rupee one is sold at a price of Rs. 3 or Rs. 4.00? So an Industrial Price Commission should be set up to check all these things.

Mr. Chairman, Sir, a mention has been made here about deficit in the budget. An amount of Rs. 100 crore has been allocated for granting of D.A. in this Budget and the Ministries have been asked to effect economy in their respective fields so as to save some amount to meet the expenditure to be incurred on this account. The funds allocated for youth and sports in the current budget is lesser than the amount earmarked for this purpose last year. As against an allocation of Rs. 74 crore for youth welfare and sports in the budget for 1987-90, an allocation of Rs. 69 crore only has been made in the budget for the year 1990-91. There is no justification for affecting reduction in the budget allocation on this item. It is, Therefore, requested that this allocation requires to be increased.

In the end, I would like to made a submission with regard to allocation made for national integration. The country is very much in need of national integration at present. Last year an amount of Rs. 60 lakhs was allocated for this purpose and this amount has not been increased in the current year's budget. National integration is most needed now. In order to promote national integration, a number of schemes are required to be made. Mr. Chairman, Sir, I hope that while replying to the discussion held on the Budget, Shri Madhu Dandavate will keep in view the points raised by me and will try to give some more reliefs to the youth, the middle class people and poor.

[English]

SHRI JANARDHANA POOJARY (Mangalore) : Mr. Chairman, Sir, the Hon. Finance Minister in his Budget speech, para 3, has stated: "Let me at the outset deal with the economic situation that we inherited from the previous Government. I do so not in a spirit of acrimony, but with a view to revealing to the House the ground reality."

Then, Sir, he went on giving the deficiencies in the economy that has been inherited by him.

Now, Sir, let me at the very outset deal with the economic situation what we have given to the present Government which is a strong, vibrant and forward looking economy. The question is whether we can substantiate it or not. Sir, at the very outset I may submit that during the Seventh Five Year Plan period, the total plan outlay was Rs. 1,80,000 crores and the achievement during that period was Rs. 2,25,000 crores. So, in real term the achievement was 109 per cent.

In my supplementary Budget speech, I mentioned various positive aspects of the Indian economy during the Seventh Five Year Plan period. When we achieved 109 per cent growth rate of the Seventh Five Year Plan period, what is the foreign assistance which we provided for the development of the economy of this country?

14.00 hrs

It is to the tune of 7 per cent to 8 per cent. The rate of domestic saving is 21 per cent and the rate of domestic investment is 23 per cent. There also the dependence is to the tune of 2 per cent.

Now, I would like to submit certain figures. These were given by the *World Economic Outlook* which is being issued by the International Monetary Fund. I would like to bring to the notice of the House that the average growth rate of developed countries such as America, France, Japan, West

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Germany and so on, between 1984-88, i.e. for five year, was 3.8 per cent. For developing countries, like Pakistan and others the growth rate during that period was 4 per cent whereas India's performance during that period, i.e. for five years, was 5.4 per cent. Is it a mean achievement? As far as this figure is concerned, the source is the *Economic Survey*.

The hon. Finance Minister has also referred to the inflation rate in terms of wholesale price. In most of the countries, the Consumer Price is taken into consideration. There is a demand also in this country that we should take into consideration the Wholesale price. The average inflation rate in terms of consumer price in developed countries like America, Germany, Japan, etc. for these five years was 3.5 per cent. The inflation rate in the developing countries like Pakistan, etc. was 4.3 per cent and for India, it was 8.8 per cent. As far as the performance in 1988-89 is concerned, the inflation rate was 8.6 per cent. Nobody can say that Indian economy is coming down in the graph. The Indian economy should be a developing economy. It should not be a stagnant economy. It should not remain at a static point.

What is the rate of growth so far as exports are concerned? I will also compare this with other countries. For this also, the source from which I took the figures is the same, i.e. the *World Economic Outlook*. The rate of growth for the years 1984-88, i.e. for five years was 6.3 per cent. the rate of growth of exports in India during that period was 5.7 per cent. It was a record performance. Never has it happened in the history of the country. This was the performance of Mr. Rajiv Gandhi's Government. If you take into consideration the rate of growth in this particular Budget, it is 39 per cent and the deficit has come down by Rs. 1000 crores. The hon. Finance Minister rightly said that the balance of payments was under strain, and that the foreign exchange resources were down to around Rs. 5,000 crores. Yes; we also expressed concern here. But it is not a new

phenomenon; it is not happening for the first time. We have been managing our finances very prudently— including the balance of payments position. If you take the performance into account, what is the credibility of India in the foreign market? Have we been defaulters anywhere, at any time? So, far, we have not been defaulters in payments. Our credibility has been rated very high in the international market. That is why we are able to get foreign assistance at a reasonably lower rate. The other developing countries are getting loans at a higher rate. That is the credibility of the nation.

But, unfortunately, the Finance Minister has been creating panic in the economic atmosphere of the nation. Even the Prime Minister has gone on record saying: 'Indian economy is very weak, and we have inherited empty coffers.' I do not want to disclose what he had stated in the Consultative Committee. He has stated it here. From my point of view, I can say that even though there is serious concern in that area, we need not be panicky. We have been managing it prudently. It is not for the first time, and we can do it in future also. How can we do it? Go in for foreign assistance. It is for you to decide. We have gone in for IMF assistance. They attached a condition. But it was not a harsh condition. The country accepted it; and we were able to surrender one instalment of 1.1 million SDR and we did not go in for the final instalment also. We are in a position to pay back. That is why we did not take advantage of the final instalment. Now it is for the Finance Minister to say whether he is not going in for foreign assistance—whether it is bilateral, multi-lateral or an IMF assistance. Let him say that. If he is going in for foreign assistance, it is not the job of the Finance Minister of the Government of India to speak against the facts, speak contrary to facts—that the Indian economy is bankrupt. The Indian economy is not bankrupt. What will be the impact of such a statement on the outside world? They will not provide any assistance to us hereafter. If at all the hon. Finance Minister is interested in developing the economy and also meeting the needs of the balance of payments, he has to maintain

the status that we have achieved so far, viz. high credibility. The debt service record of our country is also very good. That also has to be projected.

On the country, the Finance Minister goes on telling the world that we are bankrupt. What will be the effect of it? The foreign countries will not come before us to give us any assistance—which we have been receiving so far. What will be the effect on the IDA assistance? We have been receiving IDA assistance without payment of any interest. That share is going down after the entry of China. Even now, when the European countries, these Communist countries enter, they will also ask for IDA assistance, and also other assistance from foreign countries. Sir, our share will come down. So, instead of projecting a bad picture, he should say to the world that our economy is very strong. It is not politics which we are doing here in the country. He has to say that our economy is very strong. It is vibrant and nobody can be scared about it. It should be the spirit of the nation. It is not the performance of the Congress people it is the performance of the entire people; of this nation it is the performance of a factory worker; it is the performance of a farmer in the field; it is the performance of the work force of the country; it is the performance of all the people of the nation, the Indian people. Let not be little ourselves for the purpose of scoring a debating point here. It is to strengthen our economy.

Sir, I have got highest respect for him. He is an honest person and a good humanist also. At the same time, we have to keep it in mind the interest of the nation. He cannot distort the facts. It is not his duty. He is not the Finance Minister of the National Front. He is the Finance Minister of the Government of India. He is not dealing with National Front Party. He is the Finance Minister of the Government of India. he is not dealing with National Front Party. he is dealing with, as a Finance Minister, the poorest among the poor. First, as a Finance Minister, he should see whether he can give satisfaction to that man; whether he can wipe out his tears and how can he improve his living

conditions. Sir, to judge the Finance Minister's performance, we have to see whether he is in a position to provide a better living, better food, clothing and shelter. What has he done here? Rs.4884 crores massive dose of taxation. And the hon. Railway Minister has reduced it by Rs. 45 crores. It has come to Rs.4844 crores. It is not taxation, it is vexation. Sir, the hon. Finance Minister should have thought of the poorest among the poor. Ultimately he is the person who is going to suffer. When his colleague Shri George Fernandes, has raised the freight, can any body think that there will not be any increase in the price of vegetables? The vegetable vendor will say that vegetables have been brought in train or truck and he has paid more transport charges. So, there will be increase in the price of rice, cloth, everything and even in life saving medicine. Sir, ultimately who has to pay? The hon. Finance Minister says that he has taxed the rich. They are not going to pay from their pocket. They are going to add it in their expenditure and thereby avoid paying income tax also to that extent. So, they are not going to be affected. Ultimately the poorest among the poor, the consumer, has to bear the burden. This is the real state of affairs.

Sir, budget deficit is there and revenue deficit has gone up. My Hon'ble friend, Shri Faleiro, has already spoken about it. It is Rs.13.032 crores this year as against Rs.7012 crores in the year 1989-90. For the next year the revised figures we cannot give. Now, how is he going to reduce it by cutting wasteful expenditure? Is there any indication that the Finance Minister is in a position to do it? I may give you an example. Earlier in the Planning Commission there were six Members, now the number has become double. Are you in a position to reduce it? You cannot do it. Now, you have provided an amount of Rs.1000 crores for writing off the loans. Earlier I was the Banking Minister and I know that the banks have been writing off the loans of the rich industrialists to the tune of Rs. 5000 crores to Rs. 6000 crores. Has any Finance Minister come for budgetary support for that? No. When a huge amount

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of Rs. 6000 crores can be absorbed by the banking sector, should this amount of Rs. 1000 crores not have been absorbed by the banking sector? Because of that only, the deficit has gone up by Rs. 1000 crores. How is it going to help the weaker sections? It is not meant for small, marginal farmers and agricultural labourers only but rich farmers are also covered under that because there is no limitation of land holdings.

The taxation on petroleum products has been raised. By this alone, the Government will mop up an amount of Rs. 2235 crores minus Rs.835 crores i.e. Rs. 1400 crores. Was this increase on petroleum products necessary? At what point of time the oil prices are raised? They are raised whenever the prices are not sufficient to meet the needs of the oil sector. Their deposit is there with the Government. If the Government is not in a position to pay back that amount, then they have to increase the taxation. Here is the highest price we are paying for the oil. Moreover, by raising this taxation, the hon. Finance Minister has created an amount of Rs. 1400 crores as surplus with the oil companies. From that surplus he is taking Rs. 1400 crores. Is it essential? You may say that development will not be there unless resources are raised. Development cannot be done by burrying a common man, by hitting at him and by saying that after twenty years there will be some satisfaction for you and you wait till then. The man is being burried. He is being killed. So, this is the new concept that has been adopted by the hon. Finance minister. Now, the Prime Minister has come up with a new concept—rationing of petrol. If it is done, we will be under the stranglehold of the bureaucracy and also the corruption will increase. What the hon. Finance Minister has to do is to reduce the Government consumption of petrol which is increasing. Also, he has to bring down the consumption of public enterprises. Further, he has to improve the indigenous production of oil, instead of going in for rationing which will worsen the condition of the people. I appeal to the hon. Finance Minister not to

hear the suggestion of the Prime Minister. He should taken an individual view and come to the ground reality which he has mentioned in para 3. Unless it is done, I do not think there will be any solution to this problem.

The hon. Finance Minister has been saying that he has reduced the budget deficit. May I request you to see page 2 of his Budget at a glance. For the next year the deficit is six paise out of every rupee that comes to the exchequer. In the current year it is eight paise, that means eight per cent, and for the next year it is six per cent. He has raised the borrowings. The borrowings are 23 per cent for 1990-91 these are only 16 per cent for 1989-90. They have been saying that they do not want to go in for market borrowings, they do not want to fall into the debt trap. Then what is this that you are doing? Are you not falling into the debt trap? They have befooled the nation. They can befool them for some time but they cannot be fool them for all the time. So, they must reduce it.

Now, what is the share of the States? Our Communist friends must be interested in seeing their share. If you take into consideration the States' share, it has come down from thirty per cent to ten percent. My colleague—we were colleague when we were working together in the Government—has stated that out of the additional resource mobilisation of Rs. 1,790 crores, only Rs. 3 crores went to the States. Here I may say that it is not only Rs. 1,790 crores, out of Rs. 4,844 crores additional resource mobilisation, only Rs. 3 crores have been given to the States. Now I come to how it has come down from thirty per cent to ten per cent. The growth in the share of taxes, which is the legitimate right of the State Governments, has come down from thirty per cent to ten per cent. In the year 1988-89, the share was Rs. 10,669 crores; in 1989-90, that is, in the current year, it is Rs. 13,232 crores. in the year 1990-91, that is, in the present budget, it is Rs.14,483 crores. That is only 10% increase. From 1988-89, we increased it by 30%. This is the share of the States and they have been boasting day-in and day-out that

in the centralisation, the share of the States will go up and they will not come in the way. They say that they are for the States but this is what they have done in regard to the share of the States.

Sir, now, in regard to the rural sector, I would like to point out how that had been treated, how it has been treated by the present Government and how the rural sector had been treated by the previous Government. During the current Five Year in plan, the entire plan period. I will give figures for the rural sector that we have allocated. For agriculture, the allocation was Rs. 10,574 crores; for rural development, that is for employment generation and for other purposes, it was Rs. 90.74 crores; for irrigation in the rural sector, it was Rs. 16,979 crores; for investment on desert areas, tribal areas, etc. the amount was Rs. 3145 crores; for Village and small-scale industries, it was Rs. 2753 crores; for Minimum Needs programme which includes education, health, housing, nutrition, etc. it was Rs. 9673 crores. For rural Water Supply, the allocation was Rs. 1201 crores; for fertiliser, it was Rs. 2661 crores; for backward classes Scheduled Castes and Scheduled Tribes- for the welfare programmes it was Rs. 2450 crores; for Energy, it was 45% of the total allocation, that is, Rs. 54,822 crores and out of this amount 45% works out to Rs. 24,540 crores, for social services, for women welfare etc. 40% of the total resources, that is, Rs. 10,756 crores, works out to Rs. 4302 crores. So, for rural areas, it was 30% of the total resources, that is, Rs. 7695 crores, for communication in the rural areas, it was 10% of the amount of Rs. 4530 crores, for Railways it was 15% of Rs. 12,344 crores and for education etc; now, all these come to about 55%. Now what the present Government has allocated is only 49%. So the rural sector has been neglected by the present Government. The allocation has been neglected by the present Government. The allocation has been brought down from 55% to 49%. It is therefore clear that how the present Government has treated the rural sector in their budget allocation.

[Translation]

SHRI SURYA NARAYAN YADAV: The allocation is 90 per cent and not 55 per cent as stated by you. The Janata Dal Government has allocated 90 per cent of the amount on rural sector and your Government merely spent seventeen rupees out of one hundred rupees.

[English]

SHRI JANARDHANA POOJARY: Your Finance Minister is there to correct me figures and he can deny it if I am wrong and I do not know whether they are going to change the figure. Therefore, Sir, in the current budget presented the position is like this. The Central Plan allocation for agriculture and allied industries has gone up to 6.2% for 1990-91; for rural development, the allocation rose by just one per cent. the Central allocation for rural development was Rs. 2100 crores. When I was in charge of the rural development also, it was Rs. 2100 crores as per the revised estimate and then for drought prone areas, the hon. Finance Minister offers employment guarantee schemes without providing a single naya paisa.

In this budget the budgetary support for rural sector in the Central Plan has actually fallen. From the budgetary support, I am just referring, it has fallen from 21.7 per cent to 21.6 per cent for rural sector. Instead of distorting the facts, the hon. Finance Minister- morally and politically he could be a straightforward man, he could have said: 'Mr. Prime Minister, we are not in a position to meet the requirements because of resource constraint. So, Please don't come before me for populist measures also.' He could have straightway told this.

Before concluding I may be permitted to say that I was in the Finance Ministry. The Hon. Members from the opposite said have been saying...(Interruptions). That is why some times I have to raise my voice.

Sir, the hon. Members from the opposite side were saying that the Ministers of the previous government were involved in Bofors and even the hon. Ex- Prime Minister was also involved. And they have been going on saying day in and day out that they have got proof and documents with them. here I just want to say that you have lodged the FIR, you have been saying that you have got all the materials. Now, the Government is with you, all the documents are with you, all the facts are with you. Then why are you not able to name any Minister or ex-Minister in the FIR lodged by you? That means, there is practically no evidence at all today. You want to implicate us. It is impossible. We will face it. But this shows your malicious intention. We will unitedly fight it and prove that our Government was the honest government. If at all there is any dishonesty, we will bring out the dishonesty of your Government. That is the reply I am giving to you today.

SHRI KHEMCHANDBHAI SOMABHAI CHAVDA (Patan) Thank you, Mr, Chairman for calling me to speak.

Sir, we are discussing this budget at a time when the country is facing challenges from across the border. People were thinking that this time the Budget would be a very harsh one. But, Sir, generally speaking, it has turned out to be a good Budget. Sir, I do not agree with Mr. Faleiro from Goa when he said that this Budget is anti development, is anti-growth. I say that this Budget will lead the country towards the economic growth with social justice. Unless one goes through the balance sheet of the former Government, one will not be in a position to justify this Budget.

Remember the reply given by the hon. Prime Minister to the criticism levelled against him on the Floor of this house by some Congress MPs, during the discussion on the Motion of Thanks on the President's Address. The hon. Prime Minister Shri Viswanath Pratap Singh has replied to them that during 1989-90, our revised estimates

for Defence were Rs. 13,200 crores. As against this, the actual expenditure was Rs. 13,341 crores and the allotment for this purpose was Rs. 13,000 crores. As a result, when this Government came to power, it had no money at all even to disburse the salaries for the month of January and the Government was forced to come forward with Supplementary Budget. I will take another performance of the previous Government. The prices of essential commodities were rising during the five year period of Shri Rajiv Gandhi's Government. Take for example, sugar; sugar which was available at the rate of Rs. 6/- or Rs. 7/- per kg. was not available even at the rate of Rs. 12/- or Rs. 14/- per kg. This actual shortage of sugar was created in order to import sugar and at what rate the sugar was imported? It was imported at the rate of 540 US dollar per metric tonne and at the same time, Bangladesh imported sugar at the rate of 370 US dollar per Metric tonne. So, 170 US dollar per metric tonne have been pocketed by somebody; it may be a Minister, it may be Jyotsna Holdings; I do not know who they are. I, therefore, request the Government that an enquiry committee should be set up to find out the facts and the culprits should be brought to book. This is my request to the Government (*Interruptions*). One more request I am going to make to the Government. When we talk of sugar, naturally tea comes in. So, in order not to allow further increase in the price of tea, I would like to request the Government to reduce the exports. Otherwise, I fear that the price of tea per k.g. in the very near future, may go up to Rs. 100/- per kg. That is why, my humble request to the Government is to take some action so that this may not happen.

I had been a Member of this august House from 1971-79 and I always pleaded with the Government not to encourage multinationals. I always spoke against the performance or against the working of the multinationals or transnational or what we usually call, foreign firms. I was totally against them. I am very happy now to say that the National Front Government has refused the re-entry of Coca-cola in our Indian soft drink industry. Sir, after the exit of coca-cola, in 1977 more

than 600 units producing soft drink have come up in our country. They are very viable. They are self-sufficient and efficient also. Now, the National Front has clearly stated in its Manifesto that Multi-national corporations will not be allowed to manufacture consumer goods in which small producers are efficient and viable.

Now there is a controversy going on regarding Pepsi-cola. It is the declared policy of the Government not to encourage Multi-Nationals. It was good that Mr. Poojary has raised this point. We are not that unfair persons. So, whatever good performance of your Government, we are praising you. In 1985, to a Starred Question No. 388 of Rajya Sabha on 16th December, 1985, the former Government replied:

"For developing Indian brand names, use of foreign trademarks is discouraged. As a general policy, foreign trademarks are not allowed for use on products for internal sale although there is no objection to their use on products to be exported.

A condition to this effect is accordingly incorporated in all approvals for foreign collaboration."

I am going to say something this

In the controversy regarding Pepsi, I am totally against multi-nationals because they were making exorbitant profit and repatriating the money to their country by way of dividend and the country was losing foreign exchange and they were not abiding by the rules, regulations and notifications. That is why, I am to plead that Pepsi should not be allowed because in our country there are 600 soft drink units. They are self-sufficient and are faring well. Why to allow this Pepsi? Pesi is a multinational corporation of America. They have violated the conditions in the project proposals. They agreed that the foreign brand soft drink will not be put in the Indian market. There was a condition that it must be labour-oriented and that it would give employment to 50,000 persons. Now only 400 people are employed. They say that

fruits will be processed. But they are not processed. They say it is not upto the mark to processing Punjab fruits. They are processing the fruits from Punjab, like orange, mango, apple are pears. They are taking corn from outside Punjab. It is cheating. They have violated the conditions. Government should investigate into this matter and take action against Pepsi and they should de-lices Pepsi.

Now they are having a letter of intent. This licence should not be given to them because it is against national interest.

Coming to the point raised by my hon.friend Shri Janardhana Poojary, he was worried about the poorest of the poor of our country. We know who is the poorest of the poor in our country.

May I cite one example of their performance? In State Trading Corporation of India Ltd. when the Janata Government was in power from 1977 to 1979, at the time, a sweeper was getting Rs. 1,500/- p.m. and some senior sweepers were promoted to the post of Peons. But now the State Trading Corporation Ltd did not like that and they included a new scheme. They started a scheme of giving contract for sweeping. The contractor takes per sweeper Rs. 1,000/- p.m. from the STC and the contractor is giving Rs.400/- per sweeper p.m. I request the Government that this contract system for sweeping in STC should be abolished. Sweepers should be recruited in the STC so that they become employees of STC. From 1976-79, the eligibility for promotion in the State Trading Corporation was three years minimum service in the lower scale, from Assistant Manager to Office Manager and from Office Manager and above. During this period from 1976-79, the people belonging to Scheduled Castes and Scheduled Tribes were not available with the three years service. But when they became eligible with three years service and when they were to get the benefit of reservation, the STC changed this minimum service year from three to nine years. And when these people belonging to Scheduled Castes and Sched-

[Sh. Khemchandbhai Somasphai Chavda]

uled Tribes were available with nine years service and they were to get the benefit of reservation, the State Trading Corporation came with a new policy of Time Scale Promotion. They abolished the previous promotion policy, and promotions based on vacancies were abolished. Reservation was abolished on a 40 point roster. The Commissioner for Scheduled Castes and Scheduled Tribes received several complaints regarding this. He examined this policy and he came to the conclusion that it is against the interest of the SC&ST. If this policy is implemented then the STC has to incur more expenditure than in the previous policy. That is why, time scale promotion policy should be abolished immediately.

I will now take up the question of drugs. There is also a heavy pressure from the multinationals of USA. There was a heavy pressure on the former Government. I do not know whether it is there on our Government also or not. They want that the patent law should be amended according to their choice. Multinationals now say that the Government should change the patent law in their favour, and this will prevent Indian companies from making, marketing and exporting patented drugs at lower prices. This is an anti-national act of multinationals and it must be prevented at any cost. Secondly, to plug the wastage of our previous foreign exchange by such companies, by multinationals, we should also amend this FERA and the shareholding of these multinational companies should be reduced from 40% to 10% so that we can save more foreign exchange in this manner.

Regarding the drugs, my third suggestion is about the price equalisation account. The former Government has already openly accepted in the New Drug Policy that the old drug price equalisation account was impracticable and controversial and that Government decided to drop it altogether. My request is, now all matters relating to drug equalisation account should be treated as closed and relevant clauses should be re-

moved from the DPCO 1987.

One more point and I will conclude.

Regarding the amelioration of the condition of SC and ST people, a national SC and ST Development Finance Corporation has been set up. I have gone through the Economic Survey report- there are three big volumes- where I found that although it was set up on 8th February 1989, no formal board of directors has been set up. No organisational structure has been finalised. We are in the second year of this corporation. No financing has been done to pilot programmes. I should request the Government that they should appoint at an early date the Board of Directors. They should also see that organisational set up should be done at once.

With these words I conclude in order to give time to other members of my party.

SHRIMATI UMA GAJAPATHI RAJU (Visakhapatnam): Mr. Chairman Sir, while I heard the hon. Minister of Finance deliver his budget speech, I distinctly felt I was watching a schizophrenic performance- a delivery of an economic philosophy in which a diffused and ambivalent tone was the dominating motive, an ambivalence springing from political expediency and above all, an ambivalence that came from a lack of commitment or adherence to any ideology.

The Government gives the image of being committed and compassionate. But all the while it is only the illusion of frugality that it is keen to maintain. After all, the hon. Prime Minister himself leads this spurious public relations exercise by example. We all remember how much he made of his travels on Indian Airlines, even though his return trips were on the Air Force plane which was sent specially to fetch him. What it cost the exchequer is anybody's guess. But must the people of India subsidise this brand of politics of honesty? and I wonder with the new taxes proposed on Indian Airlines, will the Prime Minister continue to persist with this futile public relations effort?

This budget is a classic example of a Government that thrives on doublespeak. Much was made of the farmers' loan waiver scheme- a lot of political mileage was garnered by promising the naive and trusting farmers that by the stroke of a pen the Government would somehow eradicate poverty. A sustained campaign claimed that all this would cost the exchequer over Rs.10000 crores. Now, the Finance Minister juggles his figures, drops a zero and lo and behold tells us all that the damage is after all only a Rs 1000 crores

15.00 hrs.

Sir, this is a national scandal and is a convenient mathematical somersault. The Government has, in effect, reduced the number of beneficiaries to 10% of the total envisaged and they hide this from us. In actual fact, the Government has taken us all for a ride- on tractors without tyres. The diesel prices have also gone up.

On the other day, our hon Speaker delivered a brilliant speech on the role of women in the Asian Women Parliamentarians Forum. How aptly he summed it up, when he said that the status of women in any society is a barometer of its social, economic and political stability. The 1990 Budget is singularly callous towards this significant section of our society. At its most magnanimity, it simply says that it wishes to re-examine the provisions regarding margin money and seed capital for women entrepreneurs. But then what can you expect from a Government whose Deputy Prime minister, as Chief Minister of Haryana, introduced the infamous Bill which would disinherit married women of the parental inheritance? The Finance Minister speaks eloquently of his objective to ensure growth and productivity. Well, Sir, all this will come to nought, if the women of India are not made partners in this development process. If, at least 30% reservation is not made for them in public sector corporations, in banks, in Universities, and in the judiciary-not to forget the village panchayats- the Employment Guarantee Scheme envisaged in the budget for the

drought- prone areas must be extended to cover the rural women, if not all Indian Women.

The Budget, Sir, seems equally evasive on the problems of the youth. Once again we see a Government that in its zeal to get elected, misled the nation. The right to work was flaunted in the election manifesto. It was an irresponsible promise made by the Government pledged supposedly to value based politics, but in fact, committed to deliberate devaluation of politics. Come Budget time, and the Finance Minister furiously back-pedals. Once again, the Government makes mockery of its election pledges. The Budget, at its best, makes the right noises for the right causes- at its worst, it is a relentless effort to give us a Bharat Bandh Economy.

Sir, the Budget, like the Government is giving only an illusion of governance. Every measure to mop up resources, has inflationary impact. The Budget deficit is deep with promises of holding it at this level. But, can we believe a Government whose sole claim to fame, is the number of promises it has broken in the first hundred days of its existence? the Finance Minister is delightfully verbose on growth. Yet the Budget has a surplus of anti-growth measures from abolition of investment allowance for industries to the rising prices of petroleum products, tyres and tubes, to mention only a few.

In the final analysis, the Budget document is a legacy of convenient political compulsions and so far, the National Front Government has been pre-occupied in only re-furnishing its image. Irresponsibly promising socio-economic miracles, it knows that it cannot fulfil. Well, it will not be long, Sir, before this Government stands exposed for what it is- for beneath its veneer of bleeding hearts and its style of sham socialism, is cold pragmatic political mathematics- right word for the right occasion, even if the intention is absent. And like the emperor, in the fairy tale whose clothes were so raved by one and all, till one day, it was discovered that in fact the emperor -*yane ki the Raja*- has no cloths at

[Shrimati Uma Gajapathi Raju]

all, we will find the Budget stripped off its pious pretensions is actually a non-exercise.

15.05 hrs.

[SHRI NIRMAL KANTI CHATTERJEE *in
the Chair*]

SHRI CHITTA BASU (Barasat): Mr. Chairman, I like to make certain comments on the budget proposals placed by the Finance Minister. The Finance Minister has an unenviable task today to lift the economy out of the abyss in which the former Government has landed it. The reason for which the economic crisis in our economy has developed is naturally to be delved into. In order to lessen my time and to confine myself within the time-limit, I venture to quote from a declaration made by a group of noted economists in our country in which one of the distinguished Members of this House, Dr. Biplab Dasgupta, was there. The declaration had some significant views to give. I am happy that the present Finance Minister has understood the inner significance of the declaration made in July, 1989 and has incorporated some of these perceptions in his budget speech. I think, I cannot do anything better than to quote a small paragraph of that declaration on the state of Indian economy. I quote:

"The Indian economy is facing a serious crisis. Its manifestations are: the burgeoning external debt estimated at more than Rs. 100,000 crore; the fiscal crisis rejected in the mounting excess of the Government's expenditures over its income financed by deficit financing and internal borrowing; a phenomenal growth in luxury consumption that aggravates the social divide and leaves labour and equipment unutilised in many sectors; a return to a period of rapid rates of price increase; the serious strains in an already inadequate public distribution system as a result of the inability of the Government to pro-

cure adequate stocks; and finally, a sharp increase in unemployment."

I think, this is the most glorious exposition of the state of economy which we have inherited today. It is not necessary for me to go into the details in order to explain the implications of this declaration as I have quoted just now.

I am really very happy to inform the house that the Finance Minister's speech, the economic survey for the year 1989-90 and also the report of the Economic Advisory Council have, by and large, corroborated the declaration which I have already made. This is a change. Earlier, when I had the opportunity of discussing budgets all these issues were raised—issues relating to the deepening economic crisis of our country. Mr. Janardhana Poojary, who was very eloquent today, kept all the while silent, not even replying to the issues raised, on the ground that those are official secrets.

Now, here is the change. My esteemed friends in the opposition should understand that this is the change. Here is a Government which does not keep anything secret. It states in clearest possible terms the basic, fundamental reason for the continuous and perpetual economic malaise which the country is facing today. Sir, while I say so, I may also recommend or rather made a submission to the Finance Minister who is not here at this moment. The rescue of the economic crisis needs a bold step and a perceptible breakaway from the traditional and orthodox line. It needs bold and firm innovations and a departure from the beaten track. Mr. Chairman, unfortunately, the Budget proposals do not signify any perceptible breakaway from the past traditional and orthodox liner of Budget-making. According to my views, it is, by and large, a continuity Budget. It is not a Budget for a change. I have also got to make this submission that the Budget proposals reflect more concern on the continuity aspect than the change aspect. I want to emphasise again that if we are interested in this issue, we should lift the national economy out of the

deepening crisis and thus it needs a perceptible breakaway and a perceptible shiftway from the orthodox line which has been pursued by the earlier Government. The Budget is an instrument to bring out changes in the social and economic conditions. But unfortunately, I have a constraint to comment that this instrument seems to be soft. The hon. Finance Minister, who is a socialist by conviction and an unimpeachable democratic, has not chosen a proper and suitable instrument to fulfill the task. To me, the Budget seems to be soft and brittle. We require a much more firm and strong instrument for mobilisation of additional resources and launch an all-round offensive against the economic offenders who are interested in perpetuating the domination on our economy, and who are interested to perpetuate a stranglehold of the monopoly houses on our national economy. So, we require a much more strong and firm instrument which can achieve this objective. Sir, I am a little frustrated and disappointed as he has provided a Budget which is brittle and soft and may not be adequately strong to meet the situation and to meet the enemies who are destroying the national economy of our country. As I have said earlier, this Budget does not represent a breakaway from the traditional and orthodox Budget formulation. In this connection, I would like to mention about the proportion of direct and indirect taxes. It has been our misfortune that the traditional and orthodox approach for tax realisation has been to rely more on indirect taxes. This continues to persist in the present Budget proposals also. Of the net additional tax realisation of about Rs. 1900 crores, only Rs. 550 crores will be from the direct taxes and the rest Rs. 1350 crores will be from indirect taxes. This is pursuing of the traditional and orthodox style of Budget.

In this connection, I would like to draw the attention of the Government as also the Members of this House to the proportion of direct tax to total tax realisation in other capitalist countries. In the United Kingdom, the proportion is 45.1 per cent, in USA 32.4 per cent, in Canada 51.4 per cent and France it is 17.8 per cent. As far as India is con-

cerned, it is less than 14 per cent. Therefore, I say that though the Finance Minister is a socialist by conviction and a unimpeachable democrat, he has chosen the traditional and orthodox line of presentation of Budget. This causes a lot of concern and disappointment to me.

I have also another estimate for the information of the House. Over the years, the Government has been increasingly resorting to indirect taxes. Between 1950-51 and 1987-88, the tax revenue— Central, States and Union Territories has gone up approximately by ninety times and the indirect taxes have gone up by 132 times, while direct taxes by only 24 times.

This Budget also follows the old practice. I want to know if there is any breakaway from that. No, it is not. The Government is following the same old policy.

Then, I have got with me the revenue statistics of OECD Member countries for the period 1965-87. It is stated that all OECD countries taken as a group obtain 94 per cent of their revenue from combination of taxes on income—personal and corporate income—social security contribution and taxes on goods and services. During the period 1965-86 the pattern emerges that most countries have come to rely increasingly on taxes on income and profit and social security contributions and as a consequence, less on consumption taxes. This is what the OECD countries have taken resort to.

Although we have got a socialist Finance Minister, he has not produced a Budget which would lift the economy out of the crisis in which the previous Government have led us.

I have yet another set of figures. While per capita income at current prices increased at the average rate of 7.1 per cent a year between 1950-51 and 1985-86, per capita indirect tax revenue collection increased at the rate of 11.1 per cent. While the per capita income increased by 7.1 per cent, the per

[Sh. Chitta Basu]

capita indirect tax revenue collection during these years has increased by 11.1 per cent. Sir, I think I need not go further to prove that this present Budget proceeds on the traditional line.

Now, let us look at the rich men, i.e. the industrial big houses. A recent survey of 401 companies by the IDBI states:

- (a) Net sale in 1987-88 increased by 11 per cent and in 1988-89 it increased by 18.4 per cent.
- (b) Increase in profits also increased by about 33 per cent in 1988-89.
- (c) Fixed assets increased by 18.9 percent.

This is the picture of the growth of the industrial houses with regard to the profits and assets. And this survey was done by no less than IDBI. To my great surprise I find that the tax rate for corporate tax has been reduced to 40 per cent. This is necessarily to collect more by way of direct taxes. Therefore, I again go back to my position and say that this Budget is on the traditional lines and that it is an orthodox Budget. It requires a major shift.

Now, let me take the advantage of quoting some figures regarding income inequalities. There was wide disparity in household incomes in the country. The bottom 40 per cent of the households, mostly living below the poverty line earned around 15 per cent of the total national income. Among them, the lowest 10 per cent at the bottom of the ladder, sharing meagre 2.3 per cent of the total income just subsisted under abject poverty.

On the other hand, half of the total income was claimed by the top 20% of the households. Amongst them, the top ten percent enjoyed as much as one-third of the total income.

The average income per household in the top bracket is estimated at Rs. 37,000 per annum against Rs. 2,500 in the lowest bracket. Thus the ratio of the lowest to the highest works out 1:15. This excludes the black income.

It is estimated that the black income accounts for roughly half of the national income. If it is presumed that this mostly rests with the top of 20% income bracket, the average income per household in the top 10% household will work out to be around Rs. 56,000 and the entire top 20% bracket may be enjoying more than 55,000 per household. Then, the ratio of the lowest 10% to the highest 10% will be around 1:22. So, this is the situation with regard to the income inequalities.

Now, may I ask the Hon. Finance Minister, has he produced a suitable instrument in his Budget to narrow down these inequalities in the income? My answer is, 'No'.

Again, Sir, we have heard a lot about the concentration of wealth in the hands of a few in the urban areas. What about the rural areas? I quote from a research paper. I will take hardly five minutes. If you permit me I will quote. If you don't permit me, I will not quote. I shall not quote at length.

"Lowest 10 per cent of the rural household having average assets of the value of Rs.248 per household accounted for only 0.21 per cent of the total value of the assets in 1971-72."

There has not been much change in the assets of the rural population even after a few years. Therefore, just to shorten or just to keep my promise that I will be finishing it within five minutes, I refrain from quoting at length.

The phenomenon of the concentration of rural assets in the hands of a few is also very-very pervasive. Here I will again refer to since I find that my great socialist friend Shri Janeswar Mishra is in front of me one thing.

Only on the 23rd of March, the *Samatha* Conference was held at Lucknow. There a feeling was given vent to that the *per capita* expenditure for the village population is only 60 paise per day and only 40 paise for tribals. Am I right? Someone from your Delegation said this thing. They also further complained that the *per capita* expenditure per day for urban people is Rs. 2000 per day. I ask the hon. Finance Minister one question: "Does he provide any instrument to narrow down this disparity?" My answer for this question is 'no'. In this situation three relevant questions come to my mind. Who will benefit out of the Rupees thousand crores debt relief as announced in the Budget proposals? The answer is nobody. Even the poor peasantry or the agricultural workers are not going to get any benefit. It would be grabbed by those rich peasants in the rural areas- who are ambitious enough today, not only to concentrate on the rural wealth but also to grab the political outlook who will form the near rich or the rural rich. What has been done in this Budget to mop up the additional resources required from this immense wealth or rural asset? You will be astonished to know that even there has been not much provision for the Agricultural Income Tax. The share of Agricultural Income tax, rises slightly high during the decade-1950-51 to 1960-61- from 0.06 per cent to 0.07 per cent but then fell to 0.2 per cent in 1970-71 and remained at 0.16 per cent in 1987-88. Therefore, this does not provide a sufficiently or adequately strong instrument to mop up additional resources for the development of the country and to rid our economy of the engulfing prices.

With this, I only - since my friend may complain that mine has been an empty speech without mentioning any constructive thing-want one minute for reading out from a script with regard to certain suggestions. I hope, the hon. Finance Minister will consider these suggestions while taking further actions in the matter. If revenue receipts are to be increased, there is no way out but to reduce incentives, and subsidies, selectively. 'Selectively' Means many things, and I have no thing to explain what I mean, or emphasize by it. There should be an increase in

direct taxes, particularly on producers and importers of high income goods, which cater to the needs of only five crores of people- not more than that-i.e. elitist consumption. There should be an increase in the production of mass consumption goods, increase in Government savings and a drastic cut in non-productive public and private expenditures, a comprehensive and far-sighted approach to economic management, rationalization of VIP security, stoppage of extravagant cultural carnivals and an across-the board cut in all non-developmental and non-productive expenditures.

SHRI HARIN PATHAK (Ahmedabad):
 Mr. Chairman, Sir, a new Government was installed at the centre as a result of peoples mandate given in the elections for Ninth Lok Sabha. The people were expecting that the new Government would come up to their expectations. I know that this Government has inherited a lot of problems and constraints which will come on the way of fulfilling all those hopes and aspirations of the people. However, I congratulate the hon. Minister of Finance for presenting a Budget ensuring all credibility for it. The budget papers presented earlier used to be statistical jugglery only. I have been listening to the speeches of the hon. Members for the last so many hours. hon. Poojari ji just now was extolling the economic achievements of the previous Government at national as well as international levels. But even after forty years of the country's independence, the farmer and the worker which are supposed to be two wheels of the chariot of our economy are living under grim poverty. All these statistics pertaining to growth of the economy have no meaning as long as these two vital sections of our society are not made economically sound. All this economic growth and goodwill in the international market have meaning only if these two sections of our nation building are made prosperous. Even after forty years of independence, as many as one lakh and twenty thousand villages to not have arrangements for clean drinking water. One lakh and twenty five thousand villages are not having any schools even today and if there are some schools, there are some

[Sh. Harin Pathak]

schools there are no benches or desks there in. If there are desks or benches in the schools, there are no teachers to teach the children. I know that the National Front Government has to function in a very odd situation promoted from the previous Government. Our foreign exchange reserve has come down to Rs. 5000 crore which is sufficient for footing our import bills for not then nine weeks. The situation has assumed such an alarming proportion. There is yes another scheme of waiver of loans for the farmers. This scheme will not benefit the people to the extent we desire. Persons who have taken loans from the banks will be benefited but there is no mention of providing benefit to the persons who did not take loans from the bank or repaid the loan by disposing of their land or ornaments.

Mr. Chairman, Sir, the condition of working class is also very deplorable. as I said earlier that the farmer and the worker are the two wheels of the chariot of our nation building. The nation can not move forward if any of of wheels is weak

[English]

We have successfully ruled over the country for the last about 40 years but we have failed to build up the nation.

[Translation]

Even after 40 years of our own rule in the country, the country could move forward to the extent we desired because the condition of farmers and labourers in the country is not good. I would like to tell something about Gujarat. I have been elected from Ahmedabad. There was a time Ahmedabad was the Manchester of India for its mills and factories of cotton textile.

[English]

It was considered to be the best city.

[Translation]

What is the condition now? Nearly a century ago, people from all over the country migrated to Ahmedabad for earning their livelihood. During the last 7 years of the Congress rule, as many as 35 cotton textile mills were closed in Gujarat, out of them 19 mills are there in Ahmedabad alone and 40 thousand workers have been rendered unemployed for the last six years. During the elections, our former Prime Minister paid a visit to the city and addressed a big public meeting in which he said to them that if they voted for his party, mills would reopened from the very next day. Had the jobless workers were hoodwinked into the false assurance of our former Prime Minister, those poor fellows would have been left in the lurch after the elections are over. There is a beautiful pond named Kankria Nayan in my city. But for the last 5 years this beautiful pond has become a convenient place for a committing suicide by the jobless workers as every other morning it is reported that such and such person committed suicide jumping into the pond leaving behind him a suicide note that he committed suicide out of frustration caused by his state of jobless for so many years. They are the persons who came from various parts of the country. They felt insulted in going back to their native places.

Mr. Chairman, Sir, same is the condition of the poor, the unemployed and the middle class people for whom nothing has been provided in this Budget. We are supporting the Government because people wanted a non-Congress Government in the country. However, it would be injustice to the people who elected us, if we do not raise the voice of the people in this august House.

The common men have been badly hit due to increased in railway freight and fares. There has been 22 to 30 per cent hike in 2nd class fares whereas fares of 2nd class AC, first class and AC chair car have been increased at a flat rate of 17% only. Those who are prosperous have to bear a burden of only 17 per cent whereas those people who

undertake journey to fulfil their social and religious obligations and who are already burdened and poor have to bear a greater burden as compared to their affluent brethren. The hike in the prices of petrol and deisel has deteriorated the condition further. It has been stated that the prices have been increased with a view to reading the consumption Mr. Chairman, Sir, prices of petrol and diesel were increased in 1985, 1986 and 1988 in the past but if you look at the figures, there was no reduction in the counsumption. The proce of petrol in India is the highest in the world. If we make a comparison of the prices of petrol in the various countries of the world, we find that it is Rs. 9.00 a litre in japan and W. Germany, Rs. 7.50 in Britain and Switzerland Rs. 8.5 in France and Australia and in Newzealand it is sold at half of the rate in India i.e. Rs. 6.00 a litre. the rate of petrol in Indonesia is Rs. 4.00 a litre and in Bangladesh it is Rs. 7.00 a litre. Even in our neighbouring country Pakistan which is considered to be a developing country , the rate of petrol is Rs. 6.00 a litre only. In China, it is Rs. 3.00 only and in our country it is soled at Rs. 11.00 a litre. Even the rate of diesel has also been increased. This will directly affect the transportation of goods. The milk and vegetables are transported from the villages to cities in trucks . So we should seriously consider this matter.

I am raising this issue in the House as a representative of the people. The benefit of this should reach both to the farmers and the workers. I would also like to invite your attention to a wrong notion that all the people living in the cities are prosperous. Under the very nose of the sky scrapers building there are numerous jhugis and jhonpadis in which lakh of people live. They are the persons who work in small firms in a lower capacity. Their salary is not more than Rs. 2000/ a month. Mr. Chairman, Sir, they were hoping that the limit of income tax would be raised from Rs. 189 thousand to Rs. 30 thousand. It would have provided a lot of relief to those persons who are in white-collar jobs and have to sustain their living in a tight position due to their limited income. You have given a very nominal increase in the exemption of income tax which has been raised from 18

thousand to 22 thousand only . I think our hon. Minister of Finance has done a very shrewd job so that the Government employees may also figure in the list of tax payers. Mr. Chairman, Sir, this limit of 22 thousand is not at all adequate. Mr. Speaker. Sir, people belonging to lower income salaried group living in cities find it very difficult to make the both ends meet because they get a fixed amount of salary and have no other sources of income. in case the Government raised the income tax exemption limit to Rs. 30,000, it may benefit this particular section of income tax payers in the real sense of the term.

Section 80 C has been modified and section 80 has been replaced with a new one. Certain provisions of Section 80 HH and 80 H.H.A. which sought to gives relief to the small rural entrepreneurs have been elected which will cause a heavy loss to this category of people.

I would like to make two - there point more. No concrete step has been taken to raise the production under the current Budget and also no incentives have been given to the producers and investors to make new investments . Mr, Speaker, Sir, in spite of all this , as I have already pointed out, after a long spell of mal administration during the past 40 years, today this country is witnessing an air of change and now we are entrusted with a responsibility of steering this country through the grim and critical economic, social and political situation we have inherited from the inept and un-experienced people who ruled the destiny of this country for the last 6 years. Though the present Government also has some shortcomings and weaknesses However the people do not want to have the sort of Government they had been bearing during at last 40 years. We have passed through a phase of great stress and strains and are now looking forward to the new Government with a hope that it will meet our hopes and aspirations and rise to our expectations.

Before I conclude with the words , I would like to express my gratitude to you.

SHRI J. CHOKKA RAO (Karimnagar): Mr. Chairman, Sir, with the assumption of office by this Government, the expectations of the people had risen very high as they thought that the ruling party would fulfil all its promises it had made before elections. But the Presidents Address carries no mention about the steps to be taken for the fulfilment of these promises. The hon. Finance Minister is a socialist leader and a person of sobar nature who enjoys respect throughout the country. The political parties had also hoped that he would make some concrete proposals in his Budget, but the personal of the Budget has disappointed all of them. No concrete step has been taken by him except that some figures have been changed here and there by reducing or increasing allocations under some heads. Even a person like me has to say with regret that as a Finance Minister, Prof. Madhu Dandavate has not been able to make any special provision in the Budget for the betterment of the poor. If he has not been able to do so, who else can do it? When he assumed charge as the Minister of Finance and said that he would first present 'Vote on Account' to be followed by the presentation of Budget a few months later, I felt that Shri Madhu Dandavate was going to make some serious efforts. Generally, the discussion on the Budget takes place in March. This year, the Budget has been presented in March and now we are having a discussion on it. Contrary to his earlier announcement that the Budget would be presented after three-four months, he has now advanced the date of presentation of Budget and with that I feel that he would not have come with a better budget had he presented it later. All the politics parties in this House, be it the leftist parties, or the Bhartiya Janata Party or the Janata Dal are of the view that the budget will lead to rise in prices. During this week itself, the prices have registered a rising trend in Delhi and other cities as also in villages. Last year, when the Budget was presented, Shri Madhu Dandavate sought to bring a privilege motion saying that an amount of Rs. 1800 cores under the Head 'Deposits of Oil Coordination Committee' had been shown under the Revenue Receipts. But, this year we see that

the actual amount under the same head has increased from Rs. 1800 crores to Rs. 2300 crores. It means that there is not much of a difference between the budgetary figures of the current year and that of the last year.

After Independence, economic policy was framed under the leadership of Pandit Nehru and the planning process was set in motion by formulating Five Year Plans. Seventh Five Year Plan has been completed and the Eighth Five Year Plan has just started. In our economic policy, basically a stress has been laid on three things. First of all, we eased out the foreign capitalists. The share of foreign capitalists was 50 per cent at the time of Independence but it was reduced to only 7 per cent in 1984-85. Similarly at the time of Independence, there was no public sector worth the name. For that matter, nothing except the Railways existed at that time. But Pandit Nehru laid a greater stress on strengthening the public sector as compared to the private sector. Over these years the share of investment of big industrialists has been reduced from 30 per cent to 14 per cent. But that was the policy not only of Shrimati Indira Gandhi or Rajiv Gandhi, but of the Congress party as a whole. There were no shortcomings in this policy, but its implementation at the administrative level was defective and as a result of that we, as a political party could not achieve the object we had set before us. Last Thursday, the hon. Minister of Steel stated in his reply to a question that the Government did not have funds to run the existing steel plants or to set up new ones in the country and that the Government was considering handing over the steel plants to the private sector. I would like to request Shri Dandavate not to allow such a situation to arise. It may be recalled that in 1985-86, when Shri Vishwanath Pratap Singh was the Finance Minister and also in 1986-87, such a drift was noticed. I am afraid, if the Government deviates from the basic policies of Pandit Nehru, it may face the same situation again during his Prime Ministership. I hope that keeping all these factors in view, the hon. Finance Minister will not take any risk and will cope up with the situation with determination.

Now I come to the increase in the price of petrol. I very well remember that it was, perhaps, in 1986 when Shri Vishwanath Pratap Singh was the Finance Minister that the price of petrol was raised. At that time also, as a Member of Parliament, I had written a letter to him that the increase in the price of petrol would adversely affect our economy. Recently, the Expert Committee has also suggested that we should cut down our consumption of petrol. But in spite of that, our consumption of petrol and diesel is continuously increasing. If Shri Madhu Dandavate is really a socialist, he can help improve the economic condition of the country by cancelling the registration of two thirds of the vehicles owned by the private industries and the Government departments. Our economic condition can improve if we cut down our consumption of petrol. Vehicles manufactured in our country should be exported to other countries of the world so that we can earn foreign exchange. If the registration of 2/3rd of the vehicles being used in the private and public sector are cancelled there would be a substantial reduction in the consumption of petrol in the country. This will help in bringing improvement in the country's economic condition. So I request the Government to give a serious thought to this suggestion and take the decision accordingly. The Government talks of reducing prices but the reality is that increase in the price of diesel has led to an increase in the prices of virtually all commodities. This can be substantiated with the price index of the post-budget week. It shows an all-round increase in prices. All the newspapers have commented on it and reviews have been published therein. Each and every household has been adversely affected. Poor and middle class people are finding it extremely difficult to cope up with this post-budget increase in prices of almost all commodities.

My second point relates to agriculture and rural development for which a 49% allocation has been made in the Budget. The rate of inflation is 8.6%. Is rural development possible with the amount allocated for the purpose in view of this rate of inflation? The Government contends that this Budget will

benefit the country's rural areas, farmers and agricultural labour. But it remains to be seen to what extent they stand to gain from this Budget. Considering the rate of inflation, the allocations made towards this end do not seem to be adequate. I do not want to go into the promises made to the electorates by this Government at the time of the elections. But the reality is that even after 40 years of Independence, drinking water has not been made available in villages, a large section of the people are still unable to meet even two square meals a day and the provisions of Minimum Wages Act are not being implemented anywhere.

Mr. Chairman, Sir, before I conclude I would like to make one or two more points. In 1989-90 an amount of Rs. 3,080 crores was allocated for rural development. This year Rs. 3115 crores have been allocated for the same. This is an increase of Rs. 30 to Rs. 35 crores over the last year's allocation. How far they will succeed in achieving their target of rural development with this meagre increase in budget allocation is a matter to be watched with much curiosity. Secondly, an amount of Rs. 1250 crores was allocated in 1988-89 for the creation of rural employment. In 1989-90, allocation on this score was increased to Rs. 2100 crores. But this year the allocation for this purpose is still Rs. 2100 crores. Sir, on one hand we see people not getting minimum wages and the hon. Minister of Labour and Welfare giving an assurance that minimum wages would be increased and on the other we see no increase in the allocation made to create rural employment. I am finding it difficult to understand how the Government will succeed in achieving its objective.

One of the provisions in the Budget relates to waiver of loans upto Rs. 10,000 given to farmers. I am sad to say that in the first year itself the Government will have to waive loans amounting to Rs. 14,000 cores. Several leaders of the Janata Dal have expressed their views through various newspapers that waiver of loans is not a proper thing from any point of view. Yet, they have given an assurance that loans will be waived.

[Sh. J. Chokka Rao]

The Deputy-Chairman of the Planning Commission, Shri Hedge has expressed his opinion on a number of occasions and also through the print media that he did not consider waiver of loans a desirable thing to be done, even though his party has promised to waive the loans. I do not consider this to be a sensible assurance by any standards. Your party has a commitment towards helping the poor but the Budget does not reflect any such commitment on the part of the leaders of the party, not to speak of the administration. Some time back I put a question in this very House, the reply to which was given on 23rd last. Perhaps it was question number 175 in which I wanted to know the percentage of loans given to rural artisans, agricultural labourers and labourers in unorganised sector as compared to industrial houses.

16.00 hrs.

In reply to the said question, it was stated that the information in the manner asked for is not maintained by the data reporting systems of Banks.

However, according to the data furnished by the R.B. the outstanding advances of public sector to the weaker sections which include agricultural labourers and rural artisans, at the end of September, 1989 amounted to Rs. 8825 crores. How. Shri Indrajit Gupta said that in reply to another question it was stated that outstanding advances of public sector banks to the weaker sections amounted to Rs. 8825 crores. But he presumed that the amount could be Rs. 1000 crores and the hon. Finance Minister says that the amounts outstanding till 2nd October would be waived in phased manner. I am of the view that whatever be the Government's objectives in this regard, the bureaucracy will always come in the way of their implementation. As a result the poor will not get any benefits. So I request the Government to waive loans upto Rs. 10,000 in respect of weaker sections of society such as Scheduled Castes and Scheduled Tribes,

backward classes and minority sections, whether they are farmers, fishermen, barbers, washermen, quarry-workers and rickshaw-pullers, auto-rickshaw drivers and vegetable vendors in small towns. If partiality is shown to certain sections of society for the waiver of loans, the Government will not be fulfilling its promise. And this would, in a broad sense, be detrimental to the political ethos in this country because the masses will stop trusting politicians. So I request the hon. Finance Minister to look into this matter and waive the loans to small farmers, marginal farmers and all others who come under the definition of weaker sections.

Mr. Chairman, Sir, Rs. 2,000 crores were written off by the Industrial Development Bank of India in respect of a limited number of people belonging to the affluent class.

When the Government can waive huge amounts due from the multi-millionaires, there should be no hesitation in waiving rupeestwothousand to rupees six thousand taken as loans by the weaker sections.

You have mentioned about the deficit in the Budget. Deficit is definitely there but as to how much will be the total deficit cannot be estimated at the moment. If you made promises at the time of elections. You shall have to spend some thousands crores of rupees to fulfil them as it has been mentioned in the Budget proposals also because there cannot be any other alternative to it. Even if it becomes necessary to tax the rich heavily and increase the rate of taxes to be levied on the luxury items used by them, it has to be done so that assistance can be provided to the weaker sections. The condition of the small and marginal farmers and that of the artisans in villages is very miserable. The condition of weavers in my constituency -Karimnagar, in Andhra Pradesh is very poor. If our people think of migration to Bombay and Sholapur in Maharashtra in search of job, under the present conditions even there they are unable to find work. Under these circumstances, the Government will have to make positive efforts

16.05 hrs.

[SHRI VAKKOM PURUSHOTHAMAN *in the Chair*]

because Rs. 40 thousand crores worth of black money is being created but the Government is not taking any step to control it. The Government should think properly about the steps to be taken in this direction. Ordinary efforts will not yield desired results. It will be necessary to make concrete efforts in this direction and resist the rich effectively. The black money seized from these people should be spent for the welfare of the poor. Unless and until the menace of blackmoney is controlled, the capitalists will become stronger and the poor will become poorer.

AN HON. MEMBER: When has this blackmoney touched the mark of rupees forty thousand crores?

SHRI J. CHOKKA RAO: Such a comment should not be made by them after coming to power. If Shri Madhu Dandavate is also of the opinion that they have inherited all these ills from the previous regime, he should make all out efforts in this regard. I think that by making positive and concrete efforts in this direction, it will be possible to combat the situation effectively and find a solution as well.

SHRI KALKA DAS (Karol Bagh): We require your cooperation in this regard.

SHRI J. CHOKKA RAO: It is not only the Congress party but the entire nation will cooperate with you in this matter. Shrimati Indira Gandhi had made much efforts for the upliftment of the poor. She had also nationalised the banks. I admit that the funds allocated for the poor did not reach them because of the lapses on the part of the Administration but the present Government should ensure that it reaches the poor for whom it is meant. We shall render full cooperation in this regard and we will not lag behind in this endeavour.

We did not expect from Shri Madhu Dandavate to bring such a Budget under the present circumstances. I am unable to comprehend it. I am very much worried. If Shri Madhu Dandavate cannot tackle it, none else in the country will be able to do so.

SHRI KALKA DAS: We have got it in legacy.

SHRI J. CHOKKA RAO: Do not harp upon the term legacy. It only reveals your own weakness. I would like to urge upon the people in power that it is upto them to take a good measure but they should also not do any wrong. People who speak in this manner are generally irresponsible. This is no way to conduct oneself. The policy adopted by Pt. Nehru and the Congress was not wrong in any way. It should also be following by you. With this, I conclude.

[*Translation*]

SHRI PRATAP SINGH (Banka): Mr. Chairman, Sir, first I would like to convey my thanks to hon. Madhu Dandavate for rightly diagnosing and finding solution to the multi-pronged economic problem of this country in his Budget. I agree with him to a great extent on the present Budget and I would not like to dwell on some particular point in detail as there has already been an exhaustive discussion on its various aspects. I would like to raise only those points on which I to seek some clarifications. First of all it is a matter of great pleasure that in keeping with the long standing expectations of the people that one day the Government would pay attention to the agriculture also, it is for the first time that the present Government has taken a decision to lay down an agricultural policy for the country and this gesture on the part of the Government is really praiseworthy, for which I am grateful to Shri Dandavate.

Here I am the representative of Bank a constituency which falls under the D.P.A. region and Shri Dandavate has paid special attention to give priority to the D.P.A. regions in the matter of setting up new industries in the rural areas. This is really laudable that

[Sh. Pratap Singh]

new industries will be set up in the rural areas, but I will urge upon Shri Dandavate that setting up of more and more industries in the rural areas will not do. Prior to the establishment of industries in our region, sufficient supply of electricity should be ensured so that the industries can function there. Then comes the question as to what provision has been made by the Government for making the drinking water available in these areas; because such questions are quite pertinent for the survival of industries in the rural areas because these industries which will be forced to operate in the rural areas will ultimately fail and close down in a few days in the absence of the facilities such as sufficient supply of power, water and proper transport facilities etc. Many instances can be given in this respect. A legislator of Congress party, who was also fortunately the Chief Minister of the State, had tried to set up a spinning mill at Malayapore in my constituency which falls under the D.P.A. region. By arranging financial assistance from the Finance Corporation through his own efforts, he succeeded in establishing a spinning mill there; but during the last 15 years of its installation, no spinning work has been undertaken in that mill, and though the said unit is functioning even today, but it is operating not in Malayapore, but in Muzafarpur across the river Ganges. Therefore I would urge upon the Government that though it is very important and also necessary to promote the establishment of industries in the rural areas; but it needs to be ensured first that the money invested therein by Government does not go waste and for this purpose, first of all the power generation capacity should be increased to cater to industrial requirements of that area. Proper transport facilities should also be made available and as far as possible, railway facilities should also be extended to these areas. Only then we can hope for the successful operation of industries in the rural areas and until these steps are taken we will continue to lose our investments as it has been the case in the past.

The issue which is of the upper most concern for the hon. Finance Minister is the rising trend of inflation at an alarming rate. I will raise only one more point as all the issues have already been raised here by the hon. Members. I would like to raise the issue of land reforms. In my opinion the question of land reforms is as much, a non-issue today, as it was earlier. Entire country has already been covered by the Land Ceiling Act which was enforced many years back and as such there is no point in raising the voice for land reforms today. The Land Ceiling Act has left no scope for land reforms and if there is still some scope in this regard, we should give a serious thought to it India is a very large country. Here the quality of soil is not the same everywhere. If the land reforms are to be initiated then we would have to understand the difficulties posed by the difference in the quality of soil at different places and we shall have to take a decision in respect of such questions as to whether or not a piece of land measuring five bighas can be considered to be of as same quality in the terms of productivity in the states of Bengal, Bihar or Rajasthan. I would, therefore, like to urge upon the Government to keep all these things in view while laying down the norms of land ceiling.

Now I would like to say a few words about black money. It will not be improper to say that the it is just due to black money that inflation is showing a constant rise. I think that I am not mistaken in recalling hon. Finance Minister's speech in which he had said that at the moment when he country is facing a serious crisis, we may recourse to an experimentation and take a risk. He is absolutely right. This is really laudable that the hon. Finance Minister has released one lakh tax payers from the tax net. I was of the view that leave aside the question of one lakh but not even a single person should be released from the tax net. We should try to learn from our past history and culture as well as from the neighbouring countries as to what is taking place there. You must be aware of the fact that the Government of India has a right to take 1/6th of the income

of each and every individual. Today, as regards the payment of income tax to the Government we can see that during the past 40, 50 or 60 years we have trained our people in the ways of tax evasion. Moreover the form for filing income tax return itself is so complicated that the common man is scared of it and in desperation tries to find a way out to avoid the trap of income tax. However I would like to submit that following in the footsteps of our neighbouring countries we should also deduct 6% from the income of the people deposited by them in the saving bank accounts in banks, in units, or in any other types of investments or Indira Vikas Patra. If this is done, there will be no need of continuing with the present setup of income tax department. On the same way the question of charging tax on the agricultural income, can be solved because even for that matter, the Government is entitled to 1/6th of the total income. Necessary steps may be taken by the Government.

I would not take much time of the House but conclude with these words, that in view of the present circumstances, I support the Budget presented by the hon'ble Finance Minister Shri Dandavate. I hope that the hon. Minister will take note of these suggestions made by me and guide us in this regard.

[English]

THE MINISTER OF FINANCE (PROF. MADHU DANDAVATE): Sir, on behalf of the Parliamentary Affairs Minister, again I am to make an announcement that since our proceedings will be carried on up to 9 o'clock at night, the Parliamentary Affairs Minister has made arrangements for the dinner of all the Members and the Press in Room No. 70 and staff members in Room No. 73, as usual.

SHRIT. BASHEER (Chirayinkil): At what time, Discussion under rule 193 will be taken up? (Interruptions)

PROF. MADHU DANDAVATE: The whole thing will go on up to 9 O'Clock.

SHRI T. BASHEER: According to to-

day's business, 193 is listed there.

MR. CHAIRMAN: I do not know whether any decision has been taken by the House. According to the Agenda, 193 discussion will be taken up today.

SHRI T. BASHEER: I would like to know whether Budget discussion will continue after 193.

PROF. N.G. RANGA (Guntur): They should not insist upon quorum.

MR. CHAIRMAN: No time has been fixed for 193. So, you can continue with Budget.

PROF. MADHU DANDAVATE: If there is no quorum, there is no dinner.

[Translation]

SHRI PIYUS TIRAKY (Alipurduars): Mr. Speaker, Sir, it's unfortunate that the budget could not come upto the expectations of the common man and is not convenient to them. The Government has expressed its helplessness in the wake of national and international debt which is Rs. one lakh crore. I think the Government must bear in mind as to who voted them to power. They were the common people and poor people of rural areas. They had been suffering for long and were hopeful of the new Government but their hopes were belied. Eighty percent of the people in India live in the villages and this Budget tried to snatch whatever little they had. The worst affected section of people as a result of the increase in the price of petrol, Diesel, postal tariff and railway fares has been the poor, who have voted this Government to power. Efforts have been made to mobilise resources through indirect taxation.

Mr. Speaker, Sir, every family is like a Government. The head of the family is the Finance Minister. He is facing lot of hardships in carrying his day to day affairs and he is disappointed. We call ourselves socialists and claim that socialism would come soon.

[Sh. Piyus Tiraky]

What did the socialist leaders ask for. Nothing impossible. They had been agitating since long for the things like education, food, shelter, clothing and health. It is true that Government has taken some steps in this direction, particularly, in the field of agriculture but I would say that keeping in view the educational facilities available in cities we must provide at least free and compulsory education up to the primary level in villages. Similarly, the Government must produce cheap variety of cloth so that no one remains naked. The cloth worth one rupee per metre should also be produced so that even poor may feel that the Government cares for them. Similarly, every one whether he is poor or in job needs a house. Besides, every man has to marry his daughter and bring up his children. Our judicial system is such that if a person is involved in a police case he has to sell all his belongings. These are the problems being faced by the common man and if the Government has to spend money or energy to set things right I think it should be done.

Similarly, the Government should not tax the essential commodities and if possible it should give some concessions. Today there are 30 million unemployed people in our country, and even then railway fares have been increased. How will they go to appear at an interview ? Some money is spent on postal orders and if they have no more money then how will they go out in search of a job ? so I urge the Government to issue railway passes to them. If railway fares for first class and A.C. are increased it does not matter much as very few people pay out of their own pockets and most of them are pass holders like M.L.As, M.Ps and Railway employees or Government servants. The second class fares and platform tickets have thus become the tools of exploiting the poor. Therefore attention should be paid in this direction. This Government was voted to power with the hope that they would care for the common masses and rectify the mistakes and alleviate their problems.

There is no doubt that for development, money is needed, but where are the resources? There is lot of money in the country. See how Delhi has developed during the last 10 years. Where from all this money came? The Government should have intelligence to find out where from the money came. So many houses have been built, and a number of five star hotels and sky star hotels are coming up. Who live in them and who owns them. The Government must know it. The hotel registers should be checked to see who occupy the rooms and what is their income. It would be better in my view to keep vigilance over them through police. Where from the capitalists bring their money? Do they accumulate it through foul means and how much gold they have in their houses? All this should be investigated by the Government. Instead of keeping ten police personnel for a Minister, we should keep one police man with him and the rest should keep a vigil on the hotels. The links of those who live in these hotels with foreign countries should be verified. The income tax returns are filed in bogus manner and they go scot free. In fact there are very few income tax payees left in the country. Yesterday, I was talking to a businessman. He said that trade has become profitless and the real profit lies in the evasion of taxes. I think that the Government knows about it but is feeling shy to prosecute them. People are with the Government and they are ready to cooperate. Some agency must hunt out those who are getting money from abroad for disintegrating the country. All the money that goes out of the country should also be investigated. These funds are being used for making bombs in which number of people are killed. If there be a need the Government should adopt a more strict stand.

If they have got loans from the banks even that should be verified. I dare say that these capitalists are more dangerous than the terrorists. They can even sell the country and are exploiters of common people. They have no concern for the nation, and they are selfish to the extent of being traitors. They are least bothered about the country or the people. They don't care whether people get

clothes, drinking water and education. They are whimsical.

The political parties indulge in large scale horse trading. I have heard that by donating a few lakhs one can come to the Rajya Sabha. Birla too has come. What public service does he want to render. He has come here to know the ways of hiding black money and depositing them in the foreign banks. Such people have become the representatives of people in Parliament through horse trading. (Bell) We have high hopes from the Government and we expect it to pay attention in this direction set things right. There is large scale corruption in the country and no work can be got done without speedy money. One must give money to get his work done. A peon has to be bribed for meeting with the Minister otherwise you would be told that Minister is not available or is sleeping or is in the toilet or in the bathroom.

There are many officers who are inaccessible to common masses. A businessman can meet him but not a common man. In a bid to rectify these things the Government must remain a common man's Government. People should be asked to find out resources. They will find out who has how much money. Your C.I.D. and police may fail in it, but they would not. They will do it. I hope you will give proper attention to it.

[English]

SHRI PALAI K.M. MATHEW (Idukki): Sir, I thank you for giving me this opportunity to say a few words. I rise to oppose some of the attitudes, strategies and proposals in the Budget which are conducive to the ruin of our economy and which are a heavy blow on the common man. That stance of our hon. Finance Minister Shri Madhu Dandavate, as a non-doctrinaire socialist, gave us high expectations. We hoped that he would bring a Budget which would be of immense help to the common man. But our hopes have been belied by his hard-hitting levies and taxation. He will make the life of the common man unbearable. By his tax proposals, couched

in the omnibus term of rationalisation, he is dragging his net over 80 crores of people without sparing anyone. I shall cite a few illustrations to substantiate the anti-people and obnoxious proposals in the Budget.

First of all, I would like to take the hikes in petrol, diesel, tyres and tubes. The ruthless levy on petrol and diesel along with the unprecedented hikes in the railway budget, will increase terribly the transportation cost of the poor man. This is, perhaps, the steepest hikes since 1972. Now all these hikes will naturally result in heavy price rise as an unavoidable concomitant. Thirty per cent of our fuel requirements are imported. I will try to give one illustration from my own State of Kerala. The Kerala state Road Transport Corporation is in shambles and it is in great difficulties now. We have to incur additional expenditure of Rs. 1.5 lakhs daily, which means, about Rs. 6 crores a year.

Now I will give another instance. Another hard-hit on the common man is the unjustifiable increase in the prices of post cards, inland cards etc., which is the only means of communication to the common man. Really, it is adding insult to injury the more or less, doubling of the rates of bookposts, publications and such other printed things are indeed a "War upon the Printed Word" to quote Prof. Van Loon's phrase, discouraging people from occupying themselves with the study of literature, science and technology in this great century of immense knowledge explosion. These are things which cannot be explained away by mere jugglery of words.

The hon. Finance Minister has come out with a deficit of Rs. 7206 crores. This is on top of the current year's overall deficit of Rs. 7330 crores. The Finance Minister has said that this is all to rectify the fiscal imbalance. I know not how he can rectify the imbalances by imposing a huge, gigantic deficit budget. The hon. Finance Minister in his budget speech has used certain high sounding words on self-reliance. The nation's greatest need is self-reliance; we are all convinced about that. Mahatma Gandhi's

[Sh. Palaik M. Mathew]

slogan itself was self-reliance of India. We can build this nation only on self-reliance. But nobody knows how a nation can be built by such self defeating huge and gigantic deficits which will only increase the imbalance of the economy.

This budget, or for that matter any other budget, should be seen against the background of the vast multitude to whom life is a mere uninterrupted sensation of hunger, sweat and pain. We should see any budget only against such a background. We all swear by the name of the common man day in and day out; in the name of socialism and egalitarianism. The hon. Finance Minister who is well known for his pragmatic views on socialism rightly or wrongly given a very severe blow to the common man just like a bludgeon—*Cada*. He has imposed heavy taxes washing machines, post cards, VCRs, VCPs, Ice Cream, Jam and all that. All this will affect only the common man.

(Interruptions)

MR. CHAIRMAN: This is the maiden speech of the hon. Member. I request other hon. Members not to interrupt him.

SHRI PALAI K. M. MATHEW: Even children are also affected. The exemption on pickles also gives no concession or relief to the common people because the ordinary people use only the home-made pickles and not the ones imported or made in big factories.

The prices of all the commodities like tea, spices, etc. have already shot up even before the presentation of the budget in anticipation of a tax proposal favourable to the manufacturer and the trader. This is a second jolt to the common man within the short span of a single week. Even hike now multiplies the woes of the common man.

Under these circumstances I would submit that any concession on kerosene or such small things, which are only symbolic,

will not help the poor people in any way; but will only be multiplied by the hikes in the cost of petroleum products and such other things.

Regarding loan waiver, their election manifesto was an assurance to write-off loans of the farmers upto Rs. 10000. That was the mandate on which they were elected. And now the hon. Finance Minister is very much elusive and evasive on this problem in his budget speech. It was not a conditional debt relief which the people wanted. It is only an eye-wash. As pointed out by the hon. Finance Minister, how can we identify or ascertain a wilful defaulter? Even the best psychologist or the data-man or the statistician will not be able to gauge this mental condition. This is mental and psychological condition. Farmers would get relief only when the cooperative loans are waived because 90% of the farmers have taken their loans from the cooperative banks only.

Regarding the raising of limit of personal income tax from Rs. 18,000 to Rs. 22,000 it is only a camouflage. It is more symbolic than real, considering the real wages obtained and the real money value prevailing in the country. This should be raised to at least Rs. 30,000.

There is only a demagogy on the rural sector. The allocation for rural sector is raised from 44% to 49% only. That means, this is only an increase of 5% from the previous year. Enough money has not been set apart for the waiver of the loans taken by the farmers. Only Rs. 1,000 crores is set apart, whereas our requirement is at least—by conservative estimate—Rs. 14,000 crores. There is no new formula for determining the cost of cultivation of the farmers. There is nothing in the Budget for the rural labour. There is not a word about land reforms. This is not an agriculture-oriented Budget. But the Finance Minister is moving only on the beaten track, without making any substantial recommendation for the common man. This is, in no way an employment-oriented Budget. The words 'right to work' used in so many places are only a political ploy to hoodwink the youth of the country who are already very

much frustrated and disappointed. Instead of right to work, it should be right to employment, which should be made a Fundamental Right in the Constitution. This is what we should assure the people. In fact, from no less a well-known socialist than Prof. Madhu Dandavate, we expected radical changes and radical approaches in the Budget. He was speaking very much of taking the resources from the rich to be given to the poor. But there is nothing radical in the Budget to prove any of his claims. Any amount of demagoguery in justification of the harsh hikes falling on the poor man will be most unconvincing.

MR. CHAIRMAN: Shri Mathew, since you are making a maiden speech, I do not want to interrupt you. But, how much time do you require? Please conclude in two or three minutes.

SHRI PALAIK. M. MATHEW: The much expected Budget was just like a mountain giving birth to a mouse. The hon. Finance Minister seems to be self-complacent with his egalitarianism of giving exemptions in pickles, kerosene and such other small things. I am sure, these huge hikes will have a chain reaction. The huge imbalances have already started putting a heavy pressure on the prices. The Economic survey 1989-90 has called for certain firm fiscal measures to contain the inflationary pressures. But instead of doing that, we have brought in so many hikes and increases and these too at a point of time when our economy is already beset with 9 per cent inflation.

Many of these hikes could have been avoided or at least reduced considerably by stepping up efficiency, cost control, productivity, better management-cum-administration and other suitable fiscal measures. But nothing has been done regarding these in the various departments, institutions or in the various public undertakings.

Now, I would like to say to one point about my State, Kerala. It has been let down very badly. The sum allotted in the budget for Kerala is very meagre. Kerala is a State

which produces a large chunk of the cash crops that earn a good portion of foreign exchange for our country. So, I would request the Finance Minister to allot to Kerala what it deserves. With these few suggestions, I conclude.

[Translation]

SHRI JANESHWAR MISHRA (Allahabad): Mr. Chairman, Sir, budgets, as a routine, have been presented every year in this House. They have been presented after elections as well. But, for the first time, has any party presented a Budget Keeping in view the promises made to the people prior to elections. Hence those who thought election promises to be nothing more than fabulous tales are an embarrassing position today. And this is why they get agitated and irritated and pass objectionable remarks against this Budget. The promises made at the time of elections to the people are the only bond of cohesive relationship between the democracy, the people, their representatives and the Government. Much depends on whether we can accomplish these promises but moving that direction is also no less an achievement. I understand that it is for the first time that the hon. Finance Minister Shri Madhu Dandavate has moved in this direction and therefore, we should not only pass the Budget but also congratulate him.

So far as writing off the loans up to Rs. 10,000 is concerned there will be no revolt in the society on this point instead it would set in motion a healthy debate. The Tatas and the Birlas' also take huge loans of Rs. 50-60 crores whereas a peasant or a weaver takes Rs. 2000, 4000 or at the most Rs. 6000 as loan. If the farmer or the weaver is unable to repay his loan, he is handcuffed and put behind the bars, whereas, on the other hand, the Tatas or Birlas repay loan in easy instalments and become millionaires. I don't say that bank gave gold coins to Tata and paper notes to the farmers as loan but what matters is their mode of earning. The farmer earns very little from his produce. The previous Government announced the support-price of Rs. 200 per quintal for wheat during

[Sh. Janeshwar Mishra]

the sowing season. Almost at the same time Shri Tikait organised a farmer's movement western Uttar Pradesh and asserted, that the actual cost of the production of one quintal of wheat, was not less than Rs. 250 in any case and the Government should therefore pay at least Rs. 251 per quintal. A pan walla or a small shopkeeper also earns 5 or 10 paise as profit but a farmer who invests Rs. 250 for producing wheat gets only Rs. 200 as support price. Even if he toils throughout his life he can hardly afford a good house whereas his son who works in the mines of Dhanbad and Jharia, may construct a pucca house to live in after 5 years. Here lies the difference in the earnings of the two. A farmer incurs loss instead of earning. The Janata Dal understood the sufferings of the farmers during elections and promised that they would provide relief to the weaker sections of society in case they came to power. The Budget is in keeping with those promises. The weak are to be given support and relief, whether they are in our society or at home. If a person is ailing and has grown weak at home, the family has to spend more on account of his medicines and milk etc. There is no comparison between the farmers wheat and Tata's and Birla's cement. The farmer will have to be given special relief because he is weak. This was the promise they made and now they have fulfilled it through this Budget. I would request the hon. Finance Minister and the Government that he should be provided relief until agriculture become economically viable vocation. He does not want a dole. This was taken lightly here. It was discussed thread bare. When the issue of writing off loans was raised in Haryana, it was criticised by the opposition but thereafter the Congress Chief Ministers announced writing off loans upto Rs. 15000 at many places before elections. This was because they apprehended that this castle of power was being snatched away from their hands and they thought why not set it on fire. They might have fled after setting it on fire. But we wouldn't do that. We would instead initiate a discussion throughout the country. A farmer takes loan and the Tata

and Birla too take loans but the latter sell a commodity worth Rs. hundred at Rs. 300-400 whereas a farmer is compelled to sell the wheat worth Rs. 250 at 200 because the Government has fixed the support-price. As a result the banks have to suffer loss because it is the banks which provided loans to the farmers as well as to Tata and Birla. So this has to be decided that relief would be provided only to those who suffer a loss and there is no question of relief for those who gain profits. So, in the future policy formulation it should be borne in mind that if the banks suffer loss how it could be compensated. If we discuss it, a new approach would emerge in the entire economic system.

Mr. Chairman, Sir some members of the Congress alleged that we have not fulfilled our promise of providing employment. We have been pleading and fighting for including the right to work in the list of fundamental rights our Constitution for the last 30-35 years. Something solid will be done in this regard too. As a matter of fact, a small provision has been made in the budget for this as well. I would like to tell my friends in the opposition that it is our first Budget and we have provision in it for waiving farmers loan which was one of our election promises, but they have presented so many Budgets and have never fulfilled any promise. Even then they are asking us as to what is being done for the youths. There is no doubt that we are committed to it and I hope that our National Front Government will also fulfill this promise during its tenure. There are certain anomalies in it. The Kashmir problem will be taken up for discussion shortly. My friend Shri Kalpanath Rai is Present in the House. You can imagine as to how much the situation in Kashmir has deteriorated. I was listening to the speech of Shri Kalpnath Rai in which he was pointing towards the Prime Minister and asking him to go to Kashmir because the people in Kashmir say that they do not know as to who is leading the Government in Delhi. I was distressed after listening to his remarks and wondered as to what he was saying. We too had association with Pandit Jawaharlal Nehru and Shrimati Indira Gandhi and we consider them our

national leaders. But Shri Rai and his leader should not say these things because both of these leaders were Kashmiri. Will the people of Kashmir recognise the Government at the centre only if it is run by a Kashmiri? It is an insult to the national leadership. They are trying to deteriorate the situation in Kashmir. I know that the opposition is hatching conspiracy to complicate the problem, but it is not a good thing and its consequences will be bad.

Yesterday, I was listening to the speech of Shri Panja. He referred to the Choukhamba Raj theory of Dr. Lohia and made a mockery of it. I know that he does not know any thing about Choukhamba Raj. When the great leader of his party who was holding the highest post, could not understand the Choukhamba Raj theory despite the best effort made by Dr. Lohia himself to make him understand, how Panja and 'Chhaka' can understand it. I deliberately said 'Panja-Chhaka' because he called Choukhamba as tin-Khamba. He called Jansangh, Communists and Janata Dal as three pillars of the Government and said that it was Tinkhamba Government. Our friends in the opposition should not take serious matters so lightly and should not make mockery of the principles. I would request them that first of all they should try to understand as to what is Choukhamba Raj.

Today, the supporters of the idea of the centralisation of power all over the word are also discussing whether the power should remain centralised in one person or in one party or not. Power should be decentralised. Power decentralisation was the dream of Dr. Lohia. The decentralisation process can be completed not merely by delegating powers by the Centre to the states, or to the districts and villages but only by delegating the financial powers. Had his theory been accepted, the situation would have not become so worse. Had the money flowing from the villages to Government exchequer been spent on the village development, the fountains at Vijay Chowk and Connaught place would have gone dry. During zero hour, an hon. Member from Bundelkhand was saying that

Banda, Hamirpur, Urai Jalaun and several other areas are facing acute problem of drinking water. On the one hand people in rural areas are not getting drinking water and on the other hand big fountains are running in Delhi. Such things have to be stopped.

Now I come to the employment issue. I would like to request that the Government should accept the principle of 'one man one job' for which we have been insisting for quite a long time. Every one should have only one job either in Agricultural sector, in service or in business. What actually happens today is that a person doing job in the city have agricultural land in the village and is also running a shop or factory. So long as such a system continues, everyone will not be able to get job.

Though I stood with the intention of saying so many things and clearing the confusion from the minds of some of my colleagues, but since you have rung the bell, I have to conclude my speech now.

I would congratulate Shri Madhu Dandavate for granting pension to the freedom fighters of Goa. It is a good step, but I would like to say that the people who struggled for the freedom of expression during the emergency should also be treated as freedom fighters and granted pension and other facilities on the same line. You have granted pension and other facilities to the freedom fighters of Goa, so I demand that the Government should provide similar facilities and grant pension to those people who struggled for the freedom of expression during the emergency.

With these words, while supporting the Budget I would request the Members of the ruling party as well as the opposition to unanimously approve that Budget

17.00 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

SHRI RAJVEER SINGH (Aonla): Mr.

[Sh. Rajveer Singh]

Deputy Speaker, Sir, I would like to thank the hon. Finance Minister for presenting such a Budget under critical circumstances. One thing that I would like to say is that the entire economy of our country moves around the farmers.

If we read the election manifestoes of the B.J.P. and the Janata Dal together we will find many similarities in them. We, both promised waiving of farmers loan. Our slogans were—Bikrikar mukt dukan, rojgaryukt jawan, mahillon ka samman, nirbal ka utthan aur mahangaiko lagam. (Sale tax free shops, jobs to youth, dignity of women, upliftment of poor and check on price rise) Bharatiya Janta Party wants that loans of all farmers should be written off whereas the national front has promised in its manifesto that loans of farmers upto Rs. 10,000 only would be waved. At present total loan shown against the farmers all over the country amounts to Rs. 13,000 crores and, as such, they are reeling under the debts of State Governments and Central Government. The condition of the farmer in our country is that even if a farmer owns 40 bighas of land, he cannot build a house. Tall claims are made to the effect that the farmers have made tremendous progress during the last forty years, but I would say that farmers who totally depend on agriculture only and do not have any other source of income from service or business could not add even a single brick to their houses. Their earthen roof tiles have since broken and they are living under grass roofed huts. In these forty years, the farmer who is totally dependent on agriculture has not built even a single house and instead he has become poorer. Due to the price rise, he could not get benefits and has become debtor whereas on the other hand, capitalists like Tata, Birla, Dalmia, Goenka etc. who were having few crores, have added thousands of crores to their wealth. Due to the wrong economic policies adopted by the Government, the capitalists grew rich whereas the farmers have become poorer and they are reeling under the burden of debt. Mr. Deputy Speaker, Sir, I would like to submit that the

position today is that the farmers' son has lost the status of a farmer, rather he has become a labourer. He is compelled to face hardships. On the other hand, the capitalists are expanding their business empire rapidly. They are setting up mills and factories one after another through mobilising funds from the public as well as the Government, with the result that there is a concentration of wealth in a few big business houses. The previous Government had written off more than Rs. 45,000 crores of loans of the capitalists. I would like to request the hon. Minister of Finance that the Government should remove the burden of debt of the farmers. We are congratulating the Government for having waived loans upto Rs. 10 thousand and we shall be grateful once more if the entire loan due on them is written off.

Secondly, I would like to refer to sales-tax free shops. Today sales tax is a stigma on our society. That is why revenue is also not going to the government exchequer. I may be excused for submitting that corruption has been a precious gift from our previous regime and under which the Sales Tax officers are becoming prosperous day by day. The sales tax revenue is not going to the exchequer. I would like to request the hon. Minister that sales tax should be done away with and production tax levied in its place. Taxes should be realised at the source. It will stop leakage of revenue and corruption. It will provide relief to the shopkeepers and the consumers both. Therefore, I would like to request you that system of levying production taxes in lieu of sales tax be introduced. Thirdly, I would like to submit about the income-tax exemption limit. The exemption limit has been raised to Rs. 22,000. But this is not adequate. I would like to request the hon. Minister that this limit be raised to Rs. 30,000. As per the figures presented by the hon. Minister and which I have gone through the savings is not more than Rs. 600 per year. With the increase in the prices of petrol and diesel, the bus fares are bound to increase. I would like to draw the attention of the hon. Deputy Speaker and of the House to the fact that with the rise in the prices of petrol and diesel, there will be a

sharp increase in the prices in general. You can observe in Delhi itself that auto rickshaw and taxi drivers increased fares 1 1/2 times or more whereas the prices of petrol has been raised by Rs. 1.50 a litre only. Therefore, it is my request to the hon. Minister of Finance to raise the exemption limit of income tax to Rs. 30,000.

I would like to submit one point more. We have all kinds of planning such as the Family planning etc. but when are we going to have an agricultural planning? It is a question of the farmers. The result of the lack of planning in agriculture is that if a particular crop for example, sugarcane is grown, there is complete emphasis on this crop alone and we have shortages of other crops such as wheat etc. My point is that a committee should be constituted for planning agriculture. It should decide as to how much sugarcane, pulses and oil seeds are required and accordingly there should be distribution of areas for growing different crops. If we do like that, it will be possible for us to become self-sufficient and we shall be able to mitigate the hardship of our farmers. When sugarcane plantation is given more emphasis, the price of sugar crashes. When the production of wheat is in excess, the wheat growers suffer due to fall in prices and so is the case with the production of other crops such as oilseeds, cotton and pulses whose growers have to suffer losses due to crash in the prices. This kind of a situation is being created on account of lack of agricultural planning. I would like to request the hon. Minister to take initiative in this regard and an agricultural planning be prepared.

The price of diesel has been increased. As such I am feeling the pinch of hike in the price of petrol but hike in the price of diesel is more pinching. The hon. Minister had stated that the hike in petrol prices will not affect the farmers. I would like to draw the attention of the House that what we call high speed diesel is used in the pumping sets of the farmers. All pumping sets which are manufactured these days require high speed diesel for their operation. The manufacture of such pumping sets which require crude oil

for operation has been stopped. As a result, the farmers are in much difficulty. As such the farmers were already under the burden of soaring prices and they did not get remunerative prices for their produce. Therefore this increase of 54 paise a litre will be a heavy burden on them. The price of diesel should not be increased. The hike in the price of diesel will be harmful in another way also. It will not only lead to an increase in bus fares but also that of carriage charges of trucks. It will lead to an increase in the prices of fertilizer, iron, cement which in turn will affect the 80 per cent of our population living in the rural areas. These poor people will be seriously affected and they will be ruined. When he goes for shopping, he will have to pay one and quarter or one-and-a-half times more. I would like to request the hon. Minister of Finance that he is a socialist leader and a sympathiser of the poor and he should endeavour to save the poor people from the burden of soaring prices. The rich and capitalists should be burdened by taxes. I shall have no objection if the Tatas, the Birlas, the Dalmias are taxed heavily.

I would like to submit the hon. Minister that no provision has been made in the budget for any new project in my constituency of Bareilly and Badayun districts. There are only three sugar factories in these two districts taken together. Sugarcane is grown in plenty. I would like to request the hon. Minister of Finance that some new project should be set up in our area. Government has to pay attention to the sugar mills in order to remove poverty of the farmers and ensure their upliftment. The unemployed should be absorbed in these mills.

Fourthly, as I submitted earlier that we should strive for creating a condition under which farmers become free from debts, shops become free from sales tax and youth free from unemployment. The Government intends to bring about a constitutional amendment for making right to work a fundamental right. The Hon. Prime Minister has stated that the necessary amendment will be brought about during this session but I would like to submit that the funds allocated for this

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purpose are not adequate. As per statistics available with us, the number of unemployed youths in India is more than 3 crores. However, the actual number may be about Rs. 10 crores. In fact, the number of unemployed is double the entire population of Italy. The number of our unemployed youths is double the total population of the country to which in the laws of the leader of the Opposition belong. I would like to request the hon. Minister to pay special attention to eradication of unemployment. If this is not done, I am afraid that hungry masses may take recourse to gory revolution. They may snatch away the food from the mouths of the well-fed people and take to rebellion. Mr. Deputy Speaker, Sir, I would like to request you that the unemployed youths of the country who are a bit adventurous either take to terrorism or become outlaws. If they are not strong enough, they commit suicide out of frustration. We have to provide them with this constitutional right and make them participate in the governance of the country. We have to make efforts to remove their poverty and provide employment to them. I would like the hon. Minister to present his views on this subject.

(Interruptions)

ONE HON. MEMBER: He wants to know as to why he has taken the name of Italy?

SHRI RAJVEER SINGH: Why are my hon. friends in the Congress feel irked by my taking the name of Italy?

SHRI HARISH RAWAT (Almora) : We are supporting everything you say.

(Interruptions)

DR. SHAILENDRANATH SHRIVASTAVA (Patna) : Mr. Deputy Speaker, Sir, generally Budget is supposed to be the reflection on the functioning of the government, its politics and its economic policies. Yesterday I read in a Press report that the Budget is not an economic document but a

political document and allegations have been made that the hon. Minister of Finance has adopted populist measures. But I think that you cannot separate politics from economy. It is not possible to isolate the two while presenting the Budget. Previously also it was the same and that is why the earliest treatise on politics was named 'Arthshastra' by Kautiliya. This Budget which reflects our economic policies has several welcome points and it has been rightly stated that there is a mixture of 'tears and cheers' in the Budget. There is a mixture of 'honey and salt' in it. Even if we are people like us who support the Government and who belong to the party which supports the Government does not mean that we will overlook the shortcomings of the Government and pay little heed to the sufferings of the masses.

We expected and which is the expectation of all the middle class people that income tax exemption limit would be raised to Rs. 30,000. It has been raised from Rs. 18,000 to Rs. 22,000. As per the figures presented here, it seems as if this has been mere show because it is going to provide only Rs. 800 worth of relief to the income tax payer. I would like to demand again that on the basis of the views expressed inside the House and outside, it should be reviewed and if possible the income tax exemption limit be raised to Rs. 30,000. Along with it, upto an income of Rs. 30,00 the rate of taxation is 20 per cent. This should be increased to Rs. 50 thousand. In short, people who have an income of Rs. 50,000 and of they save upto Rs. 10,000 in L.I.C. policies or in savings accounts, he should get tax relief.

Mr. Deputy Speaker, sir, we welcome this declaration of the hon. Minister of Finance that 49 per cent of the total Budget has been allocated for the development of the rural areas. In my opinion, for the first time in independent India, it has been clearly mentioned in the Budget that half of the budgetary expenditure would be spent for the development of the rural areas. A hope is aroused that by maintaining a harmony in the combination of materialism and socialism that he has done, Shri Madhu Dan-

davate would endeavour to give a new direction to the country's economic policy, but I would like to say that the total revenue that the Government collects by way of income-tax is five paise per rupee. If we suppose that the total revenue collected by way of taxes as one rupee, then the revenue collected by way of income-tax amounts to only five paise. Therefore, it is necessary to have a rethinking on this item. I understand that, if that five paise is reduced to 4.5 paise, it would not have any adverse impact on the nation's economy.

The incentive given to the textile industry, by way of tax reliefs, deserves to be welcomed, but I would like to draw the attention of the hon. Finance Minister to the fact that cloth does not mean chemical yarn also, it does not mean terrycot alone but khadi which was the clothing of our freedom fighters and for whose development many scheme are initiated, also comes under the category of clothes. I would like to present before you a fact with regard to the miserable state of Khadi. An institution by the name National Academy of Direct Taxes, NADT in short situated in Nagpur trains all the officials who are engaged in the collection of taxes. Here, a probationary officer from South India, Shri T.N. Davadasan, who goes to attend the classes in Khadi Kurta and South Indian dhoti is asked by the Director to leave the class and order saying that "you are in casual dress, therefore, cannot enter this class" is carried out and on 30.1.90. has is expelled from the class and his crime was that as an official of the Indian economic set up, who would be responsible for the collection of taxes, he wanted to attend the classes in Khadi clothes. Will English and foreign influence remain dominant like this over those officials, to whom we want to entrust our economic system and taxation system. Hon. Finance Minister, Sir, you have talked about self-reliance and economic independence. These are all very good things to hear but in practice, if it is reflected in the way a probationary officer, is not allowed to attend classes and is expelled from the NADT, just because he was wearing khadi clothes made in his country, then definitely, it is a

matter of shame for all of us. In this regard, I would like to mention the name of Shri R.K. Tewari, D.D.F. who served written orders for the expulsion of Shri T.N. Devadasan, I.A.S. probationer, from the class.

In the Budget that you have formulated, more than necessary provision has been made for defence matters and is compared to it, the allocation made for education is very small, only a provision of 895 crore rupees has been made in the Budget plan. I would like to tell the hon. Finance Minister that if anywhere the allocation for defence is increased and the allocation for education is decreased, then it is an indication of the course we should avoid, in order to follow a socialistic and welfare oriented path. You are going to have the maximum expenditure n defence, compared to the East Asian countries and the expenditure being incurred on education is on the decrease each following year. In the first plan (five year plan), a provision for spending 7.6 per cent on education was made and over the years it has decreased to such an extent that now the provision for education has been reduced to a mere 3 per cent, and that 3 per cent too is being spent in the name of education on such matters, that is in no way related to education. While on the one hand, there is an effort to curtail educational prospects at various levels, on the other hand, more and more money is being pumped into various institutions to enforce two or three types of education. You kindly look into the budgets of the Jawaharlal Nehru University, Delhi University and Bihar University. While Delhi University has a budget of 20 crore rupees, Patna University has a budget of just 2.5 crores. What kind of education policy and system is it? When it comes to Jawaharlal Nehru University, budgets are formulated for departments and for different schools of each department. I do not want to entangle you in statistical jugglery for long. I want to indicate towards the policies that these should be regulated. The expectations, the aspirations, with which a common man's Government was formed, were belied in the formulation of the Budget and the Budget failed to fulfill those aspirations. We would like to

[Dr. Shailendranath Shrivastava]

present and express before you those sufferings and difficulties which has intensified after the presentation of the Budget.

[English]

SHRI T. BASHEER (Chirayinkil) : Respected Deputy-Speaker, Sir, our Finance Minister, Prof. Madhu Dandavate is a very well-known parliamentarian. He is also an eloquent orator. He used to raise all sorts of subjects when he was sitting here in the Opposition.

MR. DEPUTY-SPEAKER : Your time is very limited.

SHRI T. BASHEER : He used to take the maximum time possible when he was on the Opposition Benches. It is appreciative that a Member of the Opposition can make long speeches even though substance may not be there. But a Minister making long speech, without enough substance - I say - will not be appreciative - especially if it is a Minister, that too a Finance Minister making a Budget Speech.

Sir, the Budget presented by the hon. Finance Minister and his long speech are very distressing and are very disappointing. Prof. Dandavate tried to give some touch of humour here and there in his speech.

I would like to quote some remarks or extracts from his speech. But in his attempt to give a touch of humour also he miserably failed. We had been enjoying his humour many times. He is not appreciating also. It is not his fault. It is the fault of his Budget which is very dry. Sir, in the Budget we not only expected some financial proposals but also the future economic policies of the Government. I am sorry to say that no direction to the economy has been given in the Budget. The direction is nil in the Budget because the Government itself is without any direction - directionless Government. But confusion - not consensus as they always claim - is the feature of this Government. That confusion

prevails in the Budget also.

Sir, the Hon. Finance Minister repeatedly used the words 'irrevocable commitment' in his Budget. I do not understand, commitment to what? It is not seen in the Budget. So, I would say that it is very disappointing. I expected some drops of honey from Madhuji's Budget but there is no honey at all.

Sir, what conscious efforts are proposed to check the price rise? No efforts are there in the Budget. Sir, what schemes are suggested to tackle the mounting unemployment problem in the country? Rosy words are there, but no concrete schemes have been suggested. Imaginative scheme is not there. And there is no practical scheme. I would also like to ask the hon. Minister as to what steps he has proposed to remove industrial sickness. Sir, when he, his colleagues and other Party members were in Opposition, they were making hue and cry time and again inside the House and outside the House. There is no proposal or scheme for removing the industrial sickness in the Budget.

Sir, our Minister is a known Socialist. Many colleagues have said it. I admit that he is a Socialist. Three Socialists together put a burden of Rs. 3600 crores by their taxes and hikes this time. One Socialist, Shri George Fernandes, in his Railway Budget put Rs. 900 crores. Another Socialist from my State Socialist Congress Leader Shri Unnikrishnan, put Rs. 800 crores. And our real Socialist, who is sitting here, Madhuji has put Rs. 1900 crores. Totally it comes to Rs. 3600 crores. That is the contribution of the three Socialists this time.

Sir, I am now coming to some specific points. At the outset, I will take deficit. When they were in Opposition, they were making hue and cry about deficit. We had seen their hue and cry in this House last year when the previous Government presented its Budget. Sir, this is also a deficit Budget, there is a deficit of Rs. 7206 crores. The Minister compares this amount in his Budget Speech

with the deficit of the revised estimates of the current year. He says that the estimated deficit is lower than the deficit of the revised estimates of 1989-90. I do not understand the logic of this comparison. Everybody knows that this deficit will be much more than what has been projected now. We will see what happens when the revised estimates are brought next year. Everybody admits that this high deficit will push up the prices further.

There is hike in the prices of petroleum products and diesel. This is going to affect the common man very badly. The bus fares will go up. Taxi and three-wheeler charges have already gone up. The Government servants and the students who travel by buses will be affected. Actually every section of society is suffering and in the days to come their suffering will go up further.

Hike in the price of petroleum products will increase the cost of transportation of essential commodities. Due to this hike, actually the prices of essential commodities will shot up. And the Railway Minister has also contributed to it by increasing the freight charges. My State, Kerala, is the worst affected. Kerala is a deficit State so far as essential commodities are concerned. Rice and other commodities have to come from other States. That means, there will be hike in the prices of those commodities. With all command at my disposal I would plead with the Minister to withdraw this hike on petroleum products and diesel.

Everybody has talked about the right to work. So I am not taking the time of the House in going into that again. But promises will not deliver anything. You have announced that you are going to put right to work in the Constitution. But by merely putting it in the Constitution, will the youth be benefited by that? You must come out with real schemes and programmes. So please tell the House your concrete programmes in this direction.

About waiving of loans, he has said in his Budget speech:

"In order to relieve our farmers from the burden of debt, an assurance was given in the National Front's manifesto that relief will be provided to farmers with loans upto Rs. 10,000 as on 2nd October, 1989."

But what does the manifesto say? This is the National front's Manifesto and I quote:

"Loans up to Rs. 10,000 of small, marginal and landless cultivators and artisans, as on October 2, 1989, will be written off."

The Manifesto says 'will be written off'. So, why this somersault in this Budget? Because of the time constraint, I would not like to go to the details of that.

Now I would do like to come to some points regarding my State and then I will conclude. So far as my State Kerala is concerned, this Budget is very distressing and disappointing. In the last budget presented by the previous Government, the allocation to Kerala for the Central Government projects was Rs. 447.50 crores. Now the allocation is Rs. 336.78 crores. So, it has gone down. This shows a neglect for the Kerala State.

There is a Central Government project in my constituency, a unit of Vikram Sarabhai Space Research Centre, called Polar Satellite Vehicle Launching Station. Last time, the allocation by the previous Government was Rs. 34 crores but now it has gone down to Rs. 25 crores. In Kerala, the unemployment problem is very acute. Everybody knows that the number of educated unemployed registered with the Employment Exchanges stands at a staggering figure of thirty lakhs. No Railway industrial project is there, No Defence ordnance factory is there. So I request the Government to increase the Central investment in the State of Kerala.

Another factor is that in the field of tourism and fisheries, there is lot of potential in the State of Kerala. I appeal to the Government to accept the projects submitted by the

[Sh. T. Basheer]

Kerala Government and give more financial assistance from this Government.

With these words, I conclude my speech.

SHRI BHAKTA CHARAN DAS (Kalahandi) : Mr. Deputy Speaker, Sir, this Budget has been brought here in the Parliament by our Finance Minister, Shri Madhu Dandavate Ji. He is a person having vast experience about this country. While formulating this budget, he has looked after every aspect of human life of this country. Basically, I must thank our Finance Minister because he has not forgotten to think about the poor people of this country. If you go through the budget, you find that there is exemption of tax given on mustard oil and rapeseed oil, and on most of the agricultural items. It is because the Government is thinking of the poor people's necessity and poor people's consumer goods. There is exemption of excise duty to a great extent in respect of coffee, tea and cattle feed products. The Central excise duty and the import duty on life saving drugs has also been reduced to a great extent. Here, most of the opposition Members are criticising this budget. For the first time, this Government has given emphasis on necessity of the poor people of this country. To encourage small-scale industries and cottage industries, this Government has exempted excise duty and it has given relief to small-scale industries by extending the tax limit from Rs. 10,000 to 12,000. Sir, this Government has given a lot of emphasis on employment and I must also think the Government for waiving the farmers loan. Sir, I hail from a district which is drought prone, that is Kalahandi in Orissa where thousands of people died out of starvation during the last five years, during the Congress regime in the country. There was no help given to this drought prone district by the Central Government though the then Prime Minister Shri Rajiv Gandhi, visited the place three times. They were not able to solve any of the problem of the district. Sir, I am happy that the present Government has allocated more than one

thousand crore rupees for the drought prone areas of this country. This Government has allocated 49% of the total budget for the rural development in this country because it has given promise to the people of this country, to the voters of this country that it would spend 50% of its total budget for the development of the rural areas. In this connection, I would like to give some suggestions.

Sir, so long as the economy of this country, around 70% of the economy of this country is in the hands of a few capitalists, no development can take place in the rural parts of the country. The economy has to be decentralised. The people in the rural parts of the country are not getting the basic amenities and they have been suffering for the last 40 years or so. Sir, I have got an opportunity to visit the backward areas of this country. I went round Chotta Nagpur district in Bihar as also Chattisgarh district in Madhya Pradesh and also most of the parts of Orissa. I moved around these parts by cycling and by foot and I have had the opportunity to see the sufferings of the poor people. They were not even able to get drinking water. The schools in the villages do not have proper class-rooms,; there is no black-board in the class-rooms. There is no proper teaching. In the schools, the small children are suffering from various ailments due to malnutrition. The children of this country are the backbone of this nation and we should give greater emphasis on the provision of basic needs, minimum needs for the proper bringing up of the children. I would therefore request the dynamic hon. Finance Minister to provide minimum basic needs, at any cost to the children of this country. The 70% of the economy which is controlled by the handful of capitalists should be diversified at any cost by formulation necessary policy. I must also thank the hon. Finance Minister for his very balanced and very nice budget. But for the loan waiving schemes, the hon. Finance Minister would perhaps have not given a radical budget. But this country has got such a radical budget from him because of his socialistic approach in his mind and his thought and idea are always towards socialism. Sir for the last

years, during the Congress regime, the IRDP programmes, the 20-Point Programme, etc. were so much individual-oriented that poor people did not get any benefit at all. That is why, I would request the hon. Finance Minister Prof. Madhu Dandavate, that all the programmes for the backward areas, for the rural areas, should have community approach so that those areas can be developed. So long as regional imbalance continues in most of the States where tribal areas are there, backward areas are there, there cannot be any social justice. These areas have been neglected since long. That is why, Sir, I request the Government to make special planning and special programmes and special budgetary provision for that.

Sir, one thing is left out in the Budget. Millions of poor people take bidis and bidi rate is not increased. But I request the Finance Minister to reduce the cost of bidis so that in five paise three bidis will be available.

Sir, the present Government is planning a lot on the Right to work. As the youth of the country I would give one suggestion. Every part of the country. Every part of the country should be touched and it should be the first and foremost duty of our Government to provide the right to work to each and every educated as well as illiterate person in this country.

While considering this right to work, I would request the Government about one thing. Specially in the forest areas there are hundreds and hundreds of forest products produced by the natural process in our country and there is no forest based industry in these areas. So, I would request the Government to have smaller industries based on forest products and villagers and tribals of that area should be the owners of those factories so that the forest products will be utilised economically and their financial standard will increase, thereby they will also be rehabilitated properly.

I would conclude my speech by stating about some problem of my State. Sir, I did

not speak on the Railway budget. In my district starting from 1962 there has been a proposal to construct a railway line from Lanjigarh Road to Ambaguda via Bhanipatna. Excepting one line which had been constructed during the British regime, which has touched the border area of Kalahandi, there is no other railway line in this district. So this railway line should be constructed and funds should be allocated for this.

In my District Kalahandi people have voted me and they have sent me here to speak about their problems. (Interruptions) So, I would request the Finance Minister to give special importance to Kalahandi District because he has allocated about Rs. 1000 crores for the drought prone area of the country and Kalahandi is famous for its drought.

THE MINISTER OF FINANCE (PROF. MADHU DANDAVATE) : Mr. Deputy Speaker, Sir, regarding the timings for this session, the Business Advisory Committee has already taken a decision.

[Translation]

SHRI KALP NATH RAI (Ghosi) : Please let the discussion continue.

PROF. MADHU DANDAVATE : It should be done. I am saying the same thing.

[English]

So this will be continued upto Nine O'clock. Because the sense of the House was not yet taken, it is better that that is done.

DR. DEPUTY SPEAKER: I think the House agrees.

(Interruptions)

[Translation]

SHRIDHARAM PAL SHARMA (Udhampur) : We have objections on it.

[Sh. Dharam Pal Sharma]

[Translation]

[English]

Kashmir should be taken up under Rule 193 at 6.00 p.m. It is on the agenda, it is a very important matter.

MR. DEPUTY-SPEAKER : Well there were Members belonging to all the parties

(Interruptions)

SHRI DHARAM PAL SHARMA : It is due to the seriousness of the matter. It is on the agenda. So, we request that it should be modified to the extent that it should be taken at 6.00 p.m. instead of tomorrow.

[Translation]

The situation there is quite serious. You are well aware of the situation there.

[English]

SHRI BASUDEB ACHARIA (Bankura) : The Business Advisory Committee agreed to postpone the discussion. Tomorrow the discussion will be held under Rule 193.....
(Interruptions).....

[Translation]

SHRI DHARAM PAL SHARMA : Sir, Kashmir is burning. The situation there is very serious.

[English]

It is due to the seriousness of the matter. It seems totally the House is not serious.....
(Interruptions).....

[Translation]

MR. DEPUTY-SPEAKER : You please sit down.

[English]

Achariaji, let me deal with them.

The second thing is that Members belonging to all parties were there in the Business Advisory Committee. It was decided that it is necessary to conclude tomorrow the first stage of discussion on the Budget. Therefore, Members belonging to all the parties agreed to conclude the discussion by continuing the sitting upto Nine O'clock. Perhaps, it was decided to take up this matter tomorrow and continue today, the discussions up to 9 O'clock and if anyone wants to continue sitting here, the Parliamentary Affairs Minister is going to make arrangements for dinner, it seems to me so, from whatever has been said.....

(Interruptions)

MR. DEPUTY SPEAKER : I would like to tell you that if this discussion is taken up after 9.00 p.m., then perhaps the seriousness with which it should be taken up would not be there, therefore, we will see to it tomorrow.

[English]

Let us discuss it with all the vigour at our command tomorrow. That is my request to you.

[Translation]

SHRI DHARAM PAL SHARMA (Udhampur) : The question is whether it is the House or it is the report of the Business Advisory Committee which is supreme? You lay it on the Table of the House. The House has to decide on it. It is not necessary for everyone to agree with the report of the Business Advisory Committee. You kindly allow a discussion on the seriousness of the situation in Kashmir and the things happening there, from 6.00 p.m. to 8 p.m., we can take up the discussion on the Budget after that.

[English]

I have been operated upon, even then I am sitting here to take part in the Kashmir discussion. Kindly allow two hours from 6.00

p.m. to 8 p.m. for Kashmir issue.... (*Interruptions*)....

[*Translation*]

MR. DEPUTY SPEAKER : You see, tomorrows discussion has been taken up today as per the decision taken by all the Members of the Business Advisory Committee. I understand that you would be able to discuss it very well tomorrow. This is my request.

[*English*]

Please understand that this Budget is very important, Kashmir is also very important and we will be able to discuss it will little more time at our disposal probably tomorrow. So, please understand the difficulty and co-operate.

[*Translation*]

SHRI DHARAM PAL SHARMA : Then, please allot us the first turn tomorrow.

SHRI JANAK RAJ GUPTA (Jammu) : What is the guarantee that the discussion would be taken up tomorrow

SHRI DHARAM PAL SHARMA : You say that it will come tomorrow by 5 O'clock and we will be given priority. I will speak tomorrow. I have been waiting since yesterday. I have undergone an operation. The doctor has advised me rest, but I have come here keeping in view the seriousness of the situation.

(*Interruptions*)

MR. DEPUTY SPEAKER: I will keep in my mind whatever you are saying.

SHRIDHARAM PAL SHARMA: Please give me the first turn tomorrow.

(*Interruptions*)

SHRI DASAI CHOWDHARY (Rosera) : Mr. Deputy Speaker, Sir, our names are in

the Janta Dal list. I was on fifth place but till now my turn has not come. When our names are not in the list, it is said that you will not get the turn as your names are not there in the list, but when the names are there, the members are being called out of turn.

MR. DEPUTY SPEAKER: Your turn will come. That is why we are going to sit upto 9 O'clock today.

SHRI DASAI CHOWDHARY: But it should be according to the list.

[*English*]

MR. DEPUTY SPEAKER: It is not in your discretion, it is in the discretion of the Chair.

[*Translation*]

SHRI DASAI CHOWDHARY: It is true but when our names are not in the list, it is said that your names are not there.

MR. DEPUTY SPEAKER: Please take your seat. you are a new Member. Gradually you will come to know all the rules and regulations of the House. Your turn will come. That is why we are going to sit upto 9 clock. It is for the Chairman to decide and sometime it is his discretion also.

SHRI GULAB CHAND KATARIA (Udaipur) : Mr. Deputy Speaker, Sir, under the conditions in which the economy of the country was allowed to deteriorate during the last 40 years, the Finance Minister could not have prepared a better Budget than the present one. Particularly more importance has been attached to the development of farmers and rural sector in this Budget. This time, the allocation for the farmers is 31 per cent more and for rural development is 51 per cent more than the last Budget's allocation.

So we can say that this Budget is for the farmer and rural development, but besides this , we had to raise the prices of some commodities also, which resulted in price

[Sh. Gulab Chand Kataria]

rise and in this sense it is an inflationary Budget also. We said a lot about unearthing the black money but no scheme was prepared to achieve the end. So the black money in the country amounting to Rs. 80 thousand crores is still lying hidden and cannot be used in the development of the country.

Sir, ours is an agricultural country. But, regrettably enough, even after 40 years of our independence, we have not been able to provide the farmer two square meals a day. His condition is such that though he produces and provides food to the country he has to live on a wage of Rs. 2.00 or Rs. 2.50 crores per day, estimated on the basis of his crop. There has been no increase in his wage for the last 15 years. Fifteen years before, he used to sell the wheat at Rs. 2.00/-per kilo and today also he is selling it in the market at Rs. 2.50 to Rs. 2.75 per kilo. Neither the price of the maize nor that of the oilseeds produced by him increases. Even if there is an increase, it is only by one and a half. He also needs other commodities for his use. 15 years before, he used to buy a bag of cement for Rs. 33/-, both now it costs him Rs. 75/-. The iron which used to cost him Rs. 1.50/-per kilo now costs Rs. 12.00/-per kilo. The cloth he used to buy at the rate of Rs. 2.50 per meter, now costs him Rs. 10.00/- per metre. The match box which cost him, 5 paise at that time now costs 25 paise. The slate which used to cost him 50 paise at that time now costs him Rs. 3.00/-. On the one hand, prices of the commodities manufactured by the industrialists are sky-rocketing, as there is five-six fold increase in their prices but, on the other, the price of the produce of the farmer has increased only by one and a half times. How will we bridge this gap? we can bridge this gap only through the Budget.

This gap between the poor and the rich in our country is increasing because the wealth of the country is concentrated in the hands of a few. The 10 per cent people own 60 per cent of land whereas 10 per cent who

are at the bottom do not have even two per cent of the total wealth. There is so much gap in between. We call ourselves socialists, so the first basis of the budget should be to bridge this gap. Even after 42 years of independence, we have not been able to bridge this gap between the poor and the rich. We have increased it more. Day by day, the poor is becoming poor and the wealthy wealthier. A provision should have been made in the Budget in this regard, but unfortunately in the budget we find no such revolutionary step, on the basis of which we can say that this budget will provide us something in real terms. During these last 42 years, the country's youth has suffered a lot and they were hopeful that employment guarantee will be given to them as they are the main force in changing the Government. Last time while speaking on the Motion of Thanks on the President's Address the Hon. Prime Minister had assured that employment guarantee would be there in the next Budget. But today the youth of the country finds no mention of employment guarantee in the budget. It has been only fifteen in one corner, as it was there in the Budget of the Congress Government also. Today the five crore educated unemployed people who have helped in the change of power at the centre are frustrated and disappointed because employment has not been guaranteed to them particularly in backward and neglected areas. He does not get anything from this Budget. This is not the only question. We have continuously increased the prices, which has resulted in the devaluation of rupee. In comparison to the value of rupee in 1947, today the value of rupee has decreased to one paisa. But if we take the value of rupee in 1960 instead of 1947 today it has decreased to eight paisa. In these conditions when there is continuous devaluation of rupee, as a result of rising price-rise, we have increased the prices of the commodities, which are used by the common man. We have increased the price of petrol which is used more by the common man than a rich man. The poor has to bear all the burden of price rise. During these last 15 years, the prices of petrol has been increased for four times in 1985, 1986, 1988 and 1990. We think that we can save foreign

exchange in this way. But according to the official figures, consumption of petrol has not gone down in the country, even after the repeated increases effected in its prices. There is continuous increase in the consumption of petrol. Among the developed and developing nations of the world, India is the only country where the petrol rates are so high. The rates of petrol in our neighbouring countries are also very less than ours. In Pakistan, it is Rs. 6.00 per litre. In many countries it is only Rs. 5.00/- or Rs. 3.00/- per litre. It is Rs. 7.00 per litre in Britain. In spite of this, we are saying that there will be rationing of petrol. No country can develop on the basis of rationing. It breeds corruption. A person who wants to get something done, will get it done at any cost. We are unable to check the price rise because there is no will to do it. Besides this, we have presented a bill by raising the income tax exemption limit from Rs. 18 thousand to Rs. 22 thousand. Any one can analyse the fact that after how many years, this limit has been raised to Rs. 22 thousand. Only those persons who are in Government jobs or have a limited income, are covered under this limit.

18.00 hrs.

If you really want to realise tax on the basis of this limit of Rs. 22,000 all those persons who are earning more than this limit but do not show it in records should be taxed.

Can a petty shopkeeper or a pan vendor manage his household with Rs. 2,000 per month? Knowing pretty well that it is not possible to manage a household with Rs. 2,000, we are compelling our honest people to turn into tax evaders. Such kind of measures are not going to increase Government's income substantially. The contribution of income tax to our national income is only 5 percent. Not only the tax exemption limit is required to be increased but at the tax exemption limit is required to be increased but at the same time in order to maintain this level of 5 percent, we should also include the income generated in the agricultural sector into taxable income. People are earning

crores of rupees in the agricultural sector and are still allowed total tax exemption as per our policy. By taking advantage of this provision, many big capitalists in our country have purchased a number of farm houses to convert their black money into white in the name of agricultural income. The hon. Members must be aware that all multi-millionaires in the country have managed to acquire some agricultural land so as to adjust their income. Therefore considering this fact we should levy income tax on agricultural income also. When we are charging income tax from other people who are earning more than Rs. 22,000 per annum, then why the big farmers should be left out.

MR. DEPUTY SPEAKER: Hon. Member, please conclude now.

SHRI GULAB CHAND KATARIA: Sir, I am a new Member and I am speaking for the first time in this House. I will conclude in two minutes' time and will not give you a chance to point at me again. When we come to the question of deficit, I think we should try to reduce the expenditure of the Government to keep the Budget deficit under check. In the previous year's Budget, a deficit of Rs. 7000 crores was proposed initially, but it rose to double by the time the year came to an end. This time also, there is going to be a deficit of Rs. 7,206 crores in the Budget and, as such, there seems to be no end to it. Instead it will go on increasing unabated. If the prices increase, the demands of the Government employees will also increase and for this purpose a provision of Rs. 100 crores has been made which will be distributed to all the departments. But it is not possible to meet the demands with such a meagre amount. If we are able to manage with this much of allocation, it will be an ideal situation and in that case there will not be any doubt in India's progress. We must levy income tax; but maximum tax should be collected from the capitalists. However, apparently no significant move has been made in the Budget to extract income tax from the billionaires. Instead of putting the burden of tax on the people who are earning and living fabulously, the burden is put on the people who

*Gen. Discuss. Dem. for Grants on
Account (Gen.) 1990-91 and Suppl.
Dem. for Grants, 1989-90*

[Sh. Gulab Chand Kataria]

are already reeling under poverty and price-rise. The Government is saying that it is trying to raise the income to present a socialistic Budget. I do not consider it to be a socialistic budget. The country has witnessed in the past 40 years the Governments record of presenting such hackneyed budgets. If you go through the Budget estimates of the past 5 years, you will find that apart from a few minor changes, merely the figures have changed. This is a budget prepared by the bureaucrats according to their whims and fancies and the political feedback they get. If we really desire that the common man should be benefited, basic changes would have to be made in the Budget. Apart from this, we will have to change our priorities.

Compared to other countries of the world India is very rich in terms of its mineral wealth which can be exploited to increase our national income. It is not fair to say that the businessmen alone are tax evaders, Government employees and the politicians also evade taxes and, therefore, occasionally raids should be carried on them also to unearth black money. This will also increase Government's income. You have chosen a very limited area on the basis of which you want to raise income. If black money is unearthed, only then our country can hope to make progress in real terms. We should try to experiment in this regard.

We have waived the loans of the farmers upto Rs. 10,000/- and for this purpose, Rs. 1000 crores have been provided. But in fact Rs. 4000 crores are needed to completely write off these loans. Now the question arises as to how many people can be covered by Rs. 1000 crores and to top it all, one line instruction has been added to it which says that first of all it will be decided whether one is in a position to repay the loan or not. This leaves the entire matter to the discretion of the bureaucrats who will decide on their own whims and fancies whether somebody's claim for the waiver of the loan is to be accepted or not. This will lead to corruption which will result in miseries to the people.

If really a helping hand is to be given to the farmers to waive their loans, upper class farmers should be excluded from its purview and attention be focussed on small farmers only and there should be strict instructions that nobody should be harassed in this regard. I would humbly submit to the hon. Finance Minister that today India is passing through a very critical socio-economic juncture and at such a time we have very high hopes from him. It may be that the hon. Minister will not be successful in fulfilling all our expectations during the present economic crisis, but still, if India is to be turned into the India of our dreams, and the gap between the rich and the poor is to be abridged, then some special measures must be taken to restructure and re-build our economy, about which others cannot even imagine.

Today we are reeling under the weight of enormous foreign debt. Leave aside the principal sum, 18 per cent of our total budget is spent on debt servicing. Foreign borrowings have hollowed our economy. So we will have to think seriously in terms of re-building our economy and turn it into strong one.

Mr. Deputy Speaker, Sir, before I conclude, one more point which I would like to raise is that the price of Zarda which is consumed by poor people has increased to 80 paise from 20 paise as a result of a staggering tax of 60 paise imposed on it. This is a gross injustice.

[English]

18.05 hrs.

BUSINESS ADVISORY COMMITTEE

Fourth Report

SHRI P.R.KUMARAMANGALAM (Salem): Sir, I beg to present the Fourth Report of the Business Advisory Committee.

18.05 1/2 hrs.

GENERAL BUDGET, 1990-91 - GEN-
 ERAL DISCUSSION

DEMAND FOR GRANTS ON ACCOUNT
 (GENERAL), 1990-91

AND

SUPPLEMENTARY DEMANDS FOR
 GRANTS (GENERAL),- 1989-90- *CONTD.*

[*Translation*]

SHRI DASAI CHOWDHARY (Rosera):
 Mr. Deputy Speaker, Sir, the hon. Finance Minister has made a laudable effort in presenting such a Budget at a time when our country is passing through an economic crisis. In the current Budget, the hon. Minister has accommodated all the promises made in the election Manifesto of the National Front, including that of the 'right to work' for the youth.

Mr. Deputy Speaker, Sir, you would recall that during the 1974 Movement led by Shri Jai Prakash Narain, it was the main demand of the youth people, especially the students that the right to work for the unemployed should be incorporated in the Constitution as a Fundamental right. This is really praiseworthy that today the National Front Government is going to make the right to work for youth a Fundamental right to provide work to the unemployed youth of the country whose number has increased tremendously due to the wrong policies of the previous Congress regime. Our Prime Minister has given an assurance that a Bill to this effect will be brought in the current session of the Parliament and the Constitution will be amended by issuing an Ordinance.

Mr. Deputy Speaker, Sir, some of the hon. Members belonging to the Congress Party have criticised our scheme under which we propose to waive the loans of the farmers upto Rs. 10,000 saying that it will work out to a very huge amount. The former Chief Minister of Bihar Shri Jagannath Mishra had

made a promise two months prior to the last Assembly elections that his Government would waive the loans of the farmers upto Rs. 15,000. I would like to ask from them whether they had waived even a single paisa? But we had given assurance to the people in our election manifesto and, therefore, we will certainly fulfil our promises and for this purpose necessary budgetary provision is being made. Mr. Deputy Speaker, Sir, the most important thing is that since independence and especially as a result of wrong policies and intentions of Congress Government, condition of farmers in our country who in constitute 80% of the population has deteriorated. The Congress Government did not pay any attention to it. Consequently the rich people have become richer and the poor and farmers have become poorer. Today it is a matter of joy for us and the country that National Front Government has made a provision of 49% in the budget for the first time for villages which will enable the labour class and farmers in villages to progress further.

Mr. Deputy Speaker, Sir, I feel that hon. members of Congress Party speak with some resentment while delivering their speeches. They don't know what will be their fate once the declarations made in the Budget are implemented. The leader of opposition Shri Rajiv Gandhi visited Patna during the elections for Legislative Assembly while advising a mammoth crowd in Gandhi Maidan, he said that friends, please forgive me this time as we have been taught a lesson in the Lok Sabha Elections and we will not repeat our mistake of giving a new deal to people again. Now we will prepare schemes for progress and development of people. So please vote for us. But people of Bihar said that they will not forgive Congress Party for their atrocities. This is why Janata Dal has come into power. I would like to request that crop insurance scheme was launched long back in Bihar. Two percent was deducted in the name of Crop Insurance from the loans granted by the co-operative society. But when their crops are destroyed due to natural calamities, the farmers do not get any compensation. Not even a single farmer has

[Sh. Dasai Chowdhary]

received any help in Bihar from the compensation provided by the Central Government in the have of Crop Insurance. Today a member of our friend said a lot about black money. We admit that we do not have an effective policy in this regard. I would like to insist that the Government should provide for punishment in cases where the farmer business or service class people have tried to hide black money. I would like to say that an industry-less state always remain backward because no industry in ever set up there. You all know that Bihar is a very Backward state and no industry has been set up there. 3000 people have registered their names to set up small scale industries in Bihar with the help granted by the banks and Government. If any one of them wants to start a factory in Bihar, they should be granted financial help. I represent Rosera Constituency. That region falls in Samastipur District. Sugarcane is the major crop there. But people do not prefer this crop as there are no mills. The owners of Hasanpur sugar mill exploit the farmers. Bribery and corruption is prevailing on a large scale when it comes to sale and purchase of sugarcane. This sugar mills earns a profit of rupees four crores every year. But not a single penny is spent for the welfare of labourers or repair of machinery. The Hasanpur mill is owned by Birlas and it should be nationalised. Another sugar mill should be established in Rosera keeping in view the interests of farmers and development of sugarcane farming. I admit that Congress Government had also passed some land reform laws. But the officers responsible for enforcing the laws are not willing to let the Scheduled castes and scheduled tribes enjoy its benefits. The ways of enforcing the law properly should be decided prior to framing them so that it proves useful to the Scheduled castes and Tribes

Mr. Deputy Speaker Sir, you might be aware that land dispute is the root cause of nearly 80% incidents of violence that take place in Uttar Pradesh and Bihar. I would like to make a request, through you to the Government that the proposed amendment to

the night Schedule of Constitution regarding land reforms should be made definitely. But what is needed is to take strong action against those officials who are hesitant about its implementation.

The previous and present, both Governments wish that the poor people belonging to labour and farming class should be helped by the way of loans granted by Government. Regarding the banks also, I would like to say that whenever any bank is opened in rural area, 30 to 40% of the amount is pocketed by the manager and bank employees out of the loan sanctioned to the villagers. Such a case has taken place in Dalsingh Sarai Bank of our region. Therefore I would like to request hon. Shri Madhu Dandavate to appoint a separate Investigation team under the Central Government to investigate into the complaints made by public or hon. members. And it should be authorised to take strong actions against the authorities of Bank found guilty.

I would like to submit about the welfare of Harijans and Adivaasis. Many schemes were prepared by previous Government for the welfare of Harijans and Adivaasis, but they were not implemented. The result was that only 3% improvement in the condition of Harijans and Adivaasi brothers could take place which is almost negligible. You will have to think over it very seriously. The money allocated by Centre for their development and upliftment is not spent on them and returned back, instead. More grant of money in the name of their progress and development is not sufficient and this is why they are still lagging behind. The feudal class in our country is the biggest hurdle. Despite the laws made by Government, the vacancies reserved for the Scheduled castes and Tribes are not filled up and instead they are converted into general category and filled up. In a state like Bihar, reserved vacancies were not filled up and instead, candidates from general category were appointed. Strong action should be taken against the guilty and the matter should be looked into whether it is in government service or private sector. The Constitution provides a fixed quota of reser-

vation for Scheduled Castes and Scheduled Tribes candidates in Banks. But only 2% Scheduled Castes and Tribes candidates have been appointed in Banks in our region. This should be investigated and wherever the appointments have been less than the fixed quota, candidates from Scheduled Castes and Tribes should be selected to fill up the vacancies. Bihar has been exploited a lot and it has been treated very badly even the Planning Commission also does not give any priority to schemes related to Bihar. This is the reason why Bihar is lagging behind the pace of development in Bihar is very slow because for the last three four years it has not received the central grant of Rs. two or three crores which was decided to be given every year. People the new Government to release that amount. In 1977 a proposal of constructing a dam on Kosi river from Darjia to Fuhaiya was approved. It was approved by the centre also and the construction work had also started but it was stopped in 1980. As a result, nearly two hundred villages are in undated during floods every year. Therefore, I would like to request the Government to start the construction work once again and complete this dam.

[Translation]

We have not been provided with an opportunity to speak on the Railway Budget.

MR. DEPUTY SPEAKER: You can't speak on the Railway Budget.

SHRI DASAI CHOWDHARY: Mr. Deputy Speaker, Sir, the epidemic of Kala-Azar has swept through the State of Bihar and the medicines that are imported its treatment-viz-a-viz-Somodine and Pentamidine are not available there. Consequently, an approximate number of 10,000 people have died during the last two years. I would, therefore, like to request the Government through you, to arrange for sending an abundant quantity of Somoedine and Pentamidine to the State to control the epidemic of Kala-Azar because thousands of people are dying for want of these drugs there. With these words, I thank you very much.

SHRI RAM KRISHAN YADAV (Azamgarh): Mr. Deputy Speaker, Sir, our Constitution envisages a socialistic pattern of society and I understand that the Budget should be based on socialism. But when I glanced through the Budget, I couldn't catch a glimpse of socialism anywhere. This is neither a socialistic Budget nor a common man's Budget. It does not contribute to public welfare as well. It can, however, be called a reformatory Budget to some extent.

Hon. Deputy Speaker, Sir, I believed that a change in power would consequently bring a change in the system itself and the peasants, the labourers, the backward and exploited classes would feel a sense of relief. But this didn't happen. They had voted the Janata Dal to power with the hope that the new Government will fulfil their aspirations which were not fulfilled during the Congress regime. They had expected that on the basis of a transformation in the whole system the Budget would bring about revolutionary reforms to pave way for social reconstruction but the Budget seems to be devoid of all that transformation. There is no visible, sign of change from that of the capital oriented Budget of the Congress party.

Few days back, when I came to Delhi, I saw the poorest of the poor people of our society at the railway station, picking the remains of rice and vegetable pieces from the dust-bins to eat. Not a single word has been uttered about them in this Budget nor does it share any concern for their poverty or how the condition of the poor, exploited lot of villages could be improved. There is no mention regarding this in the Budget.

When a big function is held, poor people eat the left over food. There has been no radical thinking on this account. After 42 years of the country's independence this Budget aims at bringing about radical changes, But nowhere do we see any radical changes. Minor improvements here and there do not mean that something new has been introduced in the Budget. The hon. Finance Minister has said that there is death of resources in the country. This country has

[Sh. Ram Krishan Yadav]

produced big industrialists like Tata, Birla, Dalmia and Goenka. On the one hand there is concentration of money while on the other farmers and labourers are languishing in poverty. If there has been an increase in economic resources it has been confined to the capitalist class unless there is a check on the income of capitalists there will be no economic progress in the country. This point has not been mentioned either in the President's Address or in the hon. Finance Minister's speech. How have Tata, Birla, Dalmia or Goenkars proposed so much? Until this capitalist structure is shattered there cannot be a radical change in the country's economic set-up and the gap between the rich and poor will wider further. I want to say that there are two steps which are necessary for socialism one is the development of the public sector and second is the nationalisation of private sector. But the Budget does not mention any move to convert any private industry into a public sector undertaking. As long as there is existence of private property in this country the public sector cannot develop. I believe that without nationalisation we will not be able to eradicate poverty from this country, however ambitious a budget may be. So I suggest that the budget should provide for nationalisation of large-scale industries in the private sector. This is not my personal opinion but what is enshrined in our constitution. It is a matter of regret that nationalisation has not been mentioned in the Budget. The hon. Finance Minister has always been a staunch supporter of socialism. The Janata Dal also is committed to socialism. But no provisions in the Budget in this direction clearly indicate that the Janata Dal too is not in favour of bringing about revolutionary changes in this country. The need of the hour is to take revolutionary steps in terms of changing our policies.

✓ According to my analysis of the budget there is no clear-cut provision in favour of scheduled castes, scheduled tribes in particular and backward classes. I thank the Government for the proposal to waive loans upto Rs. 10,000 in case of small farmers. But

there are people in the country like the Adivasis in jungles who are not aware of the developmental work being done by the Government. The Budget does not indicate what steps are being taken for their upliftment, the type of opportunities to be offered to them in the cottage industry sector, employment opportunities for them etc. There are a large number of people living in the backward areas of the country. If the Budget does not have provisions in favour of Scheduled Castes, Scheduled Tribes, poor and backward classes it does not have any value. Industrial revolution is the basis on which a country can make economic progress, generate employment opportunities for young people, poor farmers and labourers and pay foreign debts. The budget does not mention how this industrial revolution is to be brought about and the country made self-sufficient. This shows that the Government would rather let the Tatas and Birlas of this country run the economy. We cannot remove poverty from this country unless we bring about an industrial revolution. I belong to Azamgarh district to which hon. Shri Kalpnath Rai also belongs. He has been a Minister once so he may be aware that there is only one sugar mill in Azamgarh whereas the local farmers produce sugarcane in large quantities. Consequently, most of their produce dries up on the fields itself. When they take their produce to the mill they have to wait outside the gates for 10-15 days. Many a time the farmers have to return defected. I demand that Azamgarh be declared a 'No Industry District' I want that a sugar factory be opened at the earliest there. Apart from this a large-scale industrial unit should also be set up there in order to generate job opportunities for unemployed youth there. Many well-known leaders were born in Azamgarh. I request the hon. Finance Minister to immediately provide for a sugar factory and a large industrial unit in Azamgarh district. Nothing has been said about the cottage industry sector in the budget even though the Government wants to uplift farmers and the poor. People engaged in the cottage industry sector have not been granted any concessions either individually on a collective basis. No relief has been provided to them and it is

unfortunate. This shows that this Government is not interested in radical changes. Escalation in the cost of petrol and diesel will give a heavy blow to farmers and adversely affect transportation cost, industrial development and the daily life of people due to rise in prices of commodities. So I request the hon. Finance Minister to withdraw the proposal for increasing the price of petrol and diesel. Money lenders still exist in Indian society. These people lend money to farmers and labourers in villages at very high rate of interest. There is no provision in the budget for putting an end to the practice of money-lending. So I would not call this a reformist budget. Certainly not a budget from which we can expect radical changes. We would like a budget that strengthens industry and helps in reducing the gap between the rich and the poor. This budget is similar to the ones presented by the Congress (I) Government.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Deputy-Speaker Sir, you have given me very little time. I shall take just 2-3 minutes for my speech. The decision to earmark fifty percent of the funds for rural areas is most welcome. It is good that in this Budget the Government has given a lot of attention to villages. As a result of this, migration from rural areas to urban areas will also stop. As to the taxes imposed in this Budget, I would like to say that if the Government can check tax evasion then there will not be any need to impose taxes. With the imposition of new taxes, tax evasion is also on the rise. If that money could be mobilised it could be used for the country's defence and development. The proposal to reduce expenditure on education is not desirable. We will not be able to achieve our goal of socialism if we do not spend adequate funds on education. Should the Government take such a step if socialism is its goal? Socialist societies accord equal rights to all its citizens. By reducing the expenditure on education the Government is doing injustice to the children of Harijans, Dalits and poor farmers who study in village schools. Today the situation is such that children of the wealthy farmers and land-owners do not

study in village schools. The poor children who study in village schools have to sit under trees to study because classes cannot be held in the dilapidated buildings that go by the name of schools. No classes are held during the monsoons. Their condition will only worsen if there is a cut in the expenditure on education. The Government says that promising students in village schools will be encouraged. But how can village schools produce bright students if proper facilities are not available. What is the Government's stand in this matter? When Prof. Madhu Dandavate was in the Opposition we thought that he really believed in socialism but while making the budget he seems to have shed his socialist way of thinking. This budget does not seem to be contributing in any way towards the development of poor children.

Mr. Deputy-Speaker Sir fourthly this budget does not indicate the steps that should be taken to reduce the increasing unemployment. There are several sick units in the country. Industrialists have diverted funds from these sick units to other projects. Lakhs of workers of these abandoned sick units have now become unemployed. There is one such unit in Dalmia Nagar which had an employee strength of 25,000 to 30,000. What will happen to these employees now? No attention has been paid to the revival of these sick units. Will the unemployed workers be reinstated in these units? A.: these points must be looked into. Now I would like to say something about Bihar. Bihar is a backward state. Bihar has fertile land and several rivers but these resources have not been tapped. Apart from this Bihar is not industrially advanced. An ordinance factory should be set up there. This budget does not mention any new development projects for Bihar.

The condition of schools in the villages of Bihar is very bad. There is need to construct new school buildings there. Proper facilities should be provided for the education of children of poor people.

The hon. Minister has not done good by increasing the cost of diesel and petrol. As

[Sh. Ramashray Prasad Singh]

you know small farmers use diesel and the hike in its cost has caused resentment among them. So I urge the Government to bring down the price of diesel. The increase in the cost of petrol has led to an increase in the taxi and auto-rickshaw fares. Previously I used to pay Rs. 15/- as fare from New Delhi Station to my house but now I have to pay Rs. 25/- for the same distance. Petrol should be made available at lower rates to taxis and auto-rickshaws and a quota should be fixed for this purpose. If this is done there will not be no need to increase the fares.

In the end I would like to say that more taxes be imposed on the affluent class. With these words I conclude my speech.

*SHRI C.K. KUPPUSWAMY (Coimbatore): Hon. Deputy Speaker, Sir, I thank you very much for providing me an opportunity to speak on the General Budget.

This Budget is the most oppressive the history has ever seen. It is against the interests of the poor and the down-trodden. It is anti-people budget. The week the budget was presented must have been appropriately lamented by all as a black week. People say they prefer death to shouldering the budget proposals.

Sir, the deficit is as wide as 7,206 crores. I do not know how the Govt. is going to make it up. The allocation for defence is only 15,850/- crores. When small neighbours like Pakistan and other countries are trying to threaten us, the small order of allocation is really worrying. We must defend every inch of our territory for which our defence forces require higher allocation. We are 80 crore people and we will defend our borders stoutly. Therefore, this allocation for defence should be increased.

Sir, this Government promised to the people to waive agricultural loans upto Rs.

10,000/-. People believe their words and voted them to power. Today a minority Government is in power. We do not know how long they will run. We wish them success but if they fall on their own, how can we help them?

Sir, this Govt. must redeem their promise given to the people of waiving agricultural loans upto 10,000/- rupees. In South, people are reeling under the burden of agricultural debt. In the South, in Tamil Nadu, Kerala, Karnataka and Andhra Pradesh people have voted for the dynamic leadership of Rajiv Gandhi. This Government should not discriminate South because people have outvoted them. They must stick to their promise.

SHRI DHARM PAL SHARMA: Sir, a discussion is being held on the General Budget and the hon. Finance Minister is not present in the House. He should have been present here to listen to the views of the representatives of the people. Although the hon. Minister of Civil Supplies is present here he is not taking any notes. Two on three hon. Members have already spoken so I would request you to ask the hon. Finance Minister to be present here and take note of the views of the hon. Members.

MR. DEPUTY-SPEAKER: The views of the hon. Members are being noted down and will be passed on to the hon. Minister. He was here some time back and he may have gone out for a little while your objection would be valid when his absence is unduly long.

*SHRI C. K. KUPPUSWAMY: This Government should as a matter of fact waived the agricultural loans immediately on assumption of power. This country is the land of poor farmers. I am also a farmer. Therefore, I say that 1000 crores for waiving the loans is not enough. It should be around 14000 crores. As far as Tamil Nadu is concerned, in Coimbatore, water is not available

even at 300 ft. and 400 ft. People are in heavy debts. They are facing serious hardships. Relief should be provided immediately.

Sir, in Coimbatore District along, 25 textile Mills are under closure since long. the present Govt. in Tamil Nadu is your ally. The DMK Govt. promised the people of Tamil Nadu that they would reopen the closed textile mills within one year of assumption of power. One year has passed. They have not taken any action. I would, therefore, like to plead with the hon. Finance Minister here to take steps to reopen the 25 textile mills under closure in Coimbatore and thereby put all those 30,000 persons thrown out of employment back on their vocation. Their families are undergoing untold ordeals. Many of them who spoke before me rightly pointed out that their budget suits only Tatas and Birlas. They are correct. There is no redeeming feature in the budget for the poor.

Petrol prices have been hiked steeply. In Tamil Nadu it cost Rs. 11/- per litre. Today it has been hiked by Rs. 1.50. Diesel used to cost Rs. 3.66. Today, it has been hiked by Rs. 1.40. This increase is unparalleled in budgetary history. Prime Minister V. P. Singh was once Finance Minister in the Congress Government. Even he had not presented such a budget with steep hike in prices. This Govt. is talking high of socialism. But their Budget has played havoc with the lives of the poor farmers, weavers, industrial workers, coolie workers, rickshaw and cart pullers, cobblers, barbers and other sects of oppressed and suppressed people.

Prices of essential commodities have been increased. The prices of vegetables, soup and other commodities of daily use have been increased manifold. Hon. Member has rightly said that this Govt. has not even spared 'Pan Parag'. He has showed it to the whole House how the prices of goods of common consumption have been increased.

Sir, the Pandiar and Bonambuzha river water scheme was a scheme agreed upon

during the days of Kamraj. Funds should be allocated for that. The Plan allocation of Rs. 3000 crores for Tamil Nadu is meagre. Hon. Finance Minister is not here. Hon. Food Minister, I hope, would convey my feelings to the Hon. Finance Minister. The allocation for Tamil Nadu should be increased. The Tamil Nadu Govt. has hiked the price of ration rice by Re. 1/- per kilo. This increase must be dropped. It affects the poor people. Hon. Minister must issue necessary directives to the State Govt. to reduce the price of rice available in ration shops.

Sir, I would also like to bring a matter of serious importance to the notice of the House. In Tamil Nadu a railway station was named after the great leader Kamraj. That has been changed to Maraimalai Nagar railway station by the DMK Govt. You must respect the sentiments of the Tamil people. This name was changed after the DMK Govt. come to power, after this Govt. came to power. Why is this so? More than 40,000 congress workers are languishing in jails. We cannot be suppressed by imprisonment. We are ready to face jails and other repressive measures. We belong to the glorious tradition of Kamraj, Rajaji, Bharati and V.O. Chidambaram. Therefore, we will go undaunted in our fight against the oppressive DMK regime. I once again register my protest against the anti-people budget.

I also convey my heart-felt thanks to the Hon. Deputy Speaker for giving me an opportunity to speak on the general budget.

SHRI MAHESHWAN SINGH(Mandi):
 Mr. Deputy-Speaker, Sir, I rise to support the budget presented by the hon. Finance Minister in this august House on 19th March. My constituency in Himachal Pradesh is one of the most inaccessible areas of the country. Area-wise it is the second largest constituency in the country. Sir, my constituency is Mandi which has an area of 34,383 square kilometres and a population of 10,92,970. There are three tribal areas within my constituency with a collective population of 1,26,698, and five Scheduled Caste areas with a collective population of 2,83,894. Even

[Sh. Maheshwan Singh]

after 42 years of Independence 70% of the area of this constituency has to be covered on foot as there is no means of transportation. People are living in hills and caves there. The hon. Finance Minister started his budget speech on such a magnanimous note that we started thumping our desks, but we felt a bit disappointed as he reached the concluding part of his speech. There cannot be any two opinions about our party's decision to extend support from outside but much will depend on the merit of the case. This means that we will strongly protest against the Government's anti-people policies.

As far as Income Tax is concerned the exemption limit should at least be Rs. 25,000. I would not like to go into the details as time is short. But I agree that the exemption limit of Rs. 22,000 will not help people and so the exemption limit should be at least Rs. 25,000. As far as increase in the cost of petroleum products is concerned the hon. Finance Minister should not forget that petrol has now become an essential commodity. With the hike in the cost of petroleum products it was natural that the D.T.C bus fares would also increase. This will directly affect the poor. Therefore, I oppose this increase in the cost of petroleum products. It would have been better if the price of Liquor had been increased the way it was done in the case of cigarettes. Then we would have extended our full support.

Himachal Pradesh is popularly known as *Der Bhoomi*. The Kulu Valley in particular is called '*Der Bhoomi*' not only India but also abroad. Himachal Pradesh is a state with tremendous potential for growth and if the Central Government pays full attention the State can become self-sufficient in a matter of few years.

Mr. Deputy Speaker, Sir, tourism could become the main source of income for Himachal Pradesh. There are no two opinions about it that every year lakhs of tourists

come to Himachal Pradesh, especially Kullu-Manali. Foreign tourists also come there in large number. They outnumber the domestic tourists. But the problem is that a tourist who visits Kullu-Manali once does not wish to visit the place again. It is mainly because Kullu-Manali has not been linked with S.T.D. service with the other parts of the country. Through you, I would like to request the hon. Minister to link Kullu-Manali with S.T.D. facilities without any further delay.

Mr. Deputy Speaker, Sir, it is a fact that Kullu-Manali is linked with national highway. But with the construction of a dam on the river Beas the condition of the highway has worsened to such an extent that even a little rainfall causes closure of the road. So is the case of air service with Delhi. This air service depends purely on monsoon conditions. It is, therefore, necessary from security point of view also that an alternative highway link should be provided to Kullu via Vajaura Kandi. As such, through you, I would like to request the hon. Minister concerned to provide maximum funds for the construction of an alternative highway link for Kullu.

Mr. Deputy Speaker, Sir, in 1980 the former Prime Minister, had gone on a tour to Lahaul-Spiti, the border district of Himachal Pradesh. She had said at Kelang that time was not far when Lahaul-Spiti would be linked with other parts of the country. She had also made an announcement that a tunnel would be dug at Rohtang Pass. Thereafter a survey was conducted by the Geological Survey of India which submitted its report to the Central Government. But it is a matter of regret that even after a lapse of 10 years, construction work on the tunnel has not yet started. Through you, I would like to request the hon. Minister to provide maximum funds at the earliest so that construction work on this tunnel could be started. It is also essential from security point of view, because all the army supplies are transported to Leh through National Highway No. 21, but the Rohatany pass remains closed for 7-8 months in the year. It is, therefore, very essential to construct this tunnel.

PROF. PREM KUMAR DHUMAL (HAMIRPUR): Sir, I am on a point of order. There is no Minister in the House now.

SHRI VAKKOM PURUSHOTHAMAN (ALLEPPEY): You will have to adjourn the House, Sir. Without the Minister how can it go on?

AN HON. MEMBER: They could have some Ministers of State. There are very capable Members available. (*Interruptions*)

[Translation]

THE MINISTER OF FOOD AND CIVIL SUPPLIES (SHRI NATHU RAM MIRDHA): I am present here at your disposal (*Interruptions*) Sir, I am listening to your points word by word very attentively. (*Interruptions*)

SHRI MAHESHWAR SINGH: Mr. Deputy Speaker, Sir, there is a large potential of power generation in Himachal Pradesh. It is a State which has the capacity to generate 21,000 MW power. But it is regretted that due to lack of funds only 27 per cent of the total capacity has so far been exploited. Work on most of the proposed projects has not yet been started. For example, the Larjee Hydel Project falls in Mandi Parliamentary Constituency. Survey of this project was completed long ago. It has the capacity of generating 126 MW power. Many years ago the former Chief Minister of Himachal Pradesh and the former Union Minister of Food and Civil Supplies had announced that work on Larjee Hydel Project would be started very soon. Six years have elapsed since the above announcement was made, but work on this project has not been started. An amount of about Rs. 30 crores are likely to be spent on this project. As such, through you, I would like to request the hon. Minister of Energy to allocate at least Rs. 5 crores to Himachal Pradesh so that work on Larjee Hydel Project could be started. Apart from that, there is also the Parvati Hydel Project, the survey of which was started in 1969. Mr. Deputy Speaker, Sir,.....

MR. DEPUTY SPEAKER: You are taking up each and every project.

SHRI MAHESHWAR SINGH: Mr. Deputy Speaker, Sir, survey of this project had been started in 1969, but the work has not yet completed even after a lapse of 21 years. I would, therefore, like to request that at least a sum of Rs. 5 crores may please be provided so that the survey work could be completed. Since time is short, I conclude with these words and take my seat.

18.57 hrs.

MESSAGES FROM RAJYA SABHA

[English]

SECRETARY-GENERAL: Sir, I have to report the following message received from the Secretary-General of Rajya Sabha:-

(i) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Railways) Bill, 1990, which was passed by the Lok Sabha at its sitting held on the 26th March, 1990, and transmitted to the Rajya Sabha for its recommendations and to state that the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill.

(ii) In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Railways) No. 2 Bill, 1990, which was passed by the Lok Sabha at its sitting held on the 26th March, 1990, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill"

**GENERAL BUDGET, 1990-91—GEN-
ERAL DISCUSSION**

**DEMANDS FOR GRANTS ON ACCOUNT
(GENERAL), 1990-91**

AND

**SUPPLEMENTARY DEMANDS FOR
GRANTS (GENERAL), 1989-90—*CONTD.***

[*Translation*]

SHRI HARPAL SINGH PANWAR (Kairana): Mr. Deputy Speaker, Sir, even after executing a number of Five Year Plans, our country continues to be poor. A number of schemes have since been launched in the name of augmenting agriculture production and removal of unemployment which proved to be mere an eye—wash as the condition of our farmers, the unemployed and the workers did not make any head way despite all those schemes.

Mr. Deputy Speaker, Sir, though India is predominantly an agricultural country but farmers have all along been neglected. What to talk of rural development, even the basic requirements for agricultural development have not been made available to farmers. I am reminded of an incident of 1971, when the father of the nation, Mahatma Gandhi had gone to Champaran in Bihar to make an on the spot study of the atrocities being committed on indigo cultivators. He saw the grim poverty there. In the name of clothes on their bodies, people of the area were found in Tatters. Even their womenfolk were scantily dressed as they were too poor to afford more than one dhoti to cover their bodies. Mr. Deputy Speaker, Sir, if one goes to Bihar, Orissa, Eastern Uttar Pradesh today, he will find that the situation has hardly improved. I want to say that this is due to wrong policies and wrong plans of the previous Government. Today, we continue to be positioned at the same level where we were some years ago. Even today lakhs of children become blind for want of vitamin 'A'. They are suffering from malnutrition. People do not get clean water. Even today 3.5

crores people in the country suffer from water borne diseases.

Let us take the position of unemployment. The figures we are getting from Employment Exchanges are far below the actual figures. We do not get correct information. If a proper enquiry is made, the number of unemployed people will be not less than 20 crores. Such a staggering figure is a matter of shame for a country like us. Agriculture was a very important subject, but nobody paid attention to it. The farmers were neglected. Of course, a lot of eye-wash has been done in their name.

19.00 hrs.

They are not been given remunerative prices for their produce. The prices of tractor, electricity and fertilisers want on increasing. Do you think that the farmers could get remunerative prices if the price of wheat is increased by Rs. 5 and that of sugarcane by Rs. 2/- per quintal? It is an injustice done to them. This type of treatment has been meted out to farmers, labourers and unemployed people. I want to say that there should be a ban on setting up of heavy industries. Items which could be made under cottage industry should be reserved for it. Respected Chaudhary Charan Singh said that cottage industries should be set up. Huge funds to the extent of Rs. 5 to 7 hundred crores are being spent on heavy industries, whereas investment on cottage industries hardly exceeds to lakhs of rupees. Due to this the unemployment problem has risen. Even doctors and engineers in the country are unemployed. They are eager to go abroad. Efforts should, therefore, be made to see that jobs are made available to all categories of workers. Muslims of Dhaka were hand-made. These items should be made in cottage industries. The proposals of development are worthy of commendation. The Budget contains such good proposals. Weiver of loans upto Rs. 1000 and provision to allocate Rs. 4000 crores for subsidy on fertilisers and irrigation are also worth commending. As has been said by the former Prime Minister, only 15 paise out of a rupee

meant for the relief of rural people reaches the beneficiaries. I request that the entire amount should reach the beneficiary. Then only villages can be developed. Even now there is nothing worth the name of development. Please look at the gap between the villages and towns. The gap between the two has reached to an alarming proportions. As per a report of 1979, Wealth Tax was levied on 16664 persons in rural areas whereas in Delhi alone the number of wealth tax payers in 19149. The gap between the villages and the towns has widened by thousand times. This gap is widening further. The gap between the 5 per cent people living at the top of the society and the 5 per cent people living at the rock bottom is very stunning. I ask you not to allow the Birlas and the Tatas to expand their empire further. Plans should be implemented in the interest of the poor people. Finally I would like to say that the policy of introducing small and cottage industries, as propounded by hon. Shri Charan Singh should be adopted.

[English]

SHRI A. CHARLES (Trivandrum): Mr. Deputy-Speaker, I am extremely grateful to you for giving me this opportunity to talk on the Budget and I am also grateful to the Honourable Finance Minister for being present here because I have one or two special points to bring to his kind notice.

The Budget proposals presented by the Honourable Finance Minister have in fact come as a real shock to those who really know Prof. Dandavate for the last several years, and to those people who believed or hoped that the National Front Government would do something to help the poorest of the poor to come up.

Some of the previous speakers have at length dealt with the growth rate during the Seventh Plan period and its performance in the agriculture sector during the period of the previous Government. I am only drawing the attention of this august House about the impact of direct and indirect tax proposals and how the common man will be hit hard.

The first concession proposed in the Budget is to raise the exemption limit for Personal Income-tax from Rs. 18000 to Rs. 22000. *Prima facie* it may look nice, but in reality it is nothing. You had given in Page 18 of your Budget speech an illustration. What relevance this illustration has got? The Finance Minister has said that for a person who is drawing Rs. 42000 a year, if he saves Rs. 8000 he need not pay any tax. Sir, I would like to draw your attention that a person who is drawing Rs. 60000 per year, if he avails all the incentives then he need not pay any tax. The only thing he has to do is to approach the tax consultant and find out the loopholes. There are a lot of loopholes. Everybody is trying to see how he can go out of the tax net. You have talked about - simplification, but it has become more complicated. How can an ordinary person who is working in a Department find out as to how much he has to pay us income-tax?

Sir, I have a suggestion. You can exempt all those who are receiving salaries upto Rs. 42000 from income -tax.

19.07 hrs.

[SHRI VAKKOM PURUSHOTHAMAN *in the Chair*]

Then, you can have certain slabs. Upto Rs. 60,000/- i.e., Rs. 5000 per month, you can charge 20 per cent tax. Upto Rs. 96,000/-, i.e. Rs. 8000 per month, you can charge 40 per cent tax. Upto Rs. 1,20,000, i.e. Rs. 10000 per month, you can charge 55 per cent tax. Over and above Rs. 1,20,000, you can charge sixty per cent. This is a very simple procedure. By this procedure, you will be getting almost double the tax that you are now getting under your present proposal.

Now I will come to price rise. Maintaining price stability is one of the main objectives of planning. This will be possible only if there is effective monitoring of prices and timely introduction of wide ranging anti-inflationary measures by the Government. the Budget is totally silent on these measures.

[Sh. A. Charles]

The hon. Minister admits that price rise affects several commodity groups and that the first task of the new Government was to contain the rise in prices. What the Government has done for this?

I now quote from page 21 of the Budget speech:

"I have also attempted to mobilise some resources in a manner that does not hurt the common man and at the same time helps to curb elitist consumption."

I may just mention one illustration. There is an increase in the cost of diesel. You have increased it by 54 paise per litre. What is the impact? the price of each and every consumer article in the market had been increased. Sir, we travelled together in the same flight two days back. In my constituency, day before yesterday, I was shocked to see that the prices of most of the items have gone up, even the price of iron has gone up in the market. I went to a petrol pumps for taking diesel. The actual increase is not 54 paise, it is 68 paise.

Sir, Kerala is a consumer State. Every article of consumer use is being taken either from Andhra or Tamil Nadu. The freight charge of every lorry load has gone up. The lorry charge from Andhra to Kerala has gone up by Rs. 1000/-. You can imagine what impact it will have on the consumer goods. Then, GVC pipe is not manufactured in Kerala. Under the Licensing Policy, new licence is not being given for the manufacture of GVC pipe. So, we will have to take the entire lot from Delhi. The lorry charge per tonne is Rs. 1200/-.

On an average 9.5 tonnes of load comes in a lorry. But they collect the charges for 10 tonnes. the total freight charge in one lorry is approximately Rs. 4000. So, this is the hike on GVC pipes. Cement cost has been increased by Rs. 4. They say that from April 1 they are still going to raise it by Rs. 5. This is

the impact of the Budget on all items.

NTPC is manufacturing conductors. It has orders worth Rs. 100 crores with it. That was a sick unit for several years. Only six months back, some package was given, and it went into production. 2500 workers are working in this factory. With the hike in transport charges, I am afraid, this factory will have to be closed because it will not be able to compete with the manufacturers in the north. The result, in fact, is like Arjun's arrow. You know better the performance of the wonderful arrow. When he takes and bows, it becomes ten. Then it goes into hundred and finally when it hits it becomes 1000. So when you announce the budget, the increase was 54 paise. You go to the petrol pumps. There the increase is 68 paise. Yesterday I was coming from Delhi airport. Formerly, taxi charges used to be Rs. 40. Now they have been raised to Rs. 52. A maximum of four litres of petrol is consumed. So the increase in petrol cost is Rs. 5. But the charges have been increased by Rs. 12 i.e. three times. This is the total result of the present Budget. I have one request. This increase has been made in order to reduce the consumption of petrol. But who is using this petrol? Government on the one hand, public sector undertakings on the other and the common man. Would you kindly issue a white paper showing during the last five years what is the percentage of petrol that was used by the Government, what is the percentage used by the public undertakings and what is the percentage used by the common man? I am sure, the consumption by the common man will be the least. So instead of increasing the rates, it is better to limit the wastage of petrol consumption by the Government and public undertakings. Why do you throw all the burden on the common man? After all, you profess to stand by the poor. But this is your result.

For Kerala I have one request. After all, you are not going to reduce the cost of diesel and petrol. The whole burden is now to be borne by the ordinary man. Kerala is a consumer State. Everything has to be taken from other States. There are some indus-

tries. Raw material is to be taken from the north. Everything is not being consumed there. Some finished products are taken back to other States in the north. For the North-eastern States you have given a special subsidy in the freight. Formerly it was 50 per cent and now it is 75 per cent. Formerly it was from Siliguri and beyond. Now I am told that the same benefit is given upto Calcutta. So you are giving to that region, from Calcutta to North East, a special subsidy in the freight and for the finished goods the subsidy in freight charges is 75 per cent. I request and plead with you to give a special consideration to Kerala. After all, it is now being ruled by one of your components. Why do you not show the grace? There should be some consideration for the present Government. So you could think of giving special concession in the freight charges for Kerala.

What was the promise to everybody?

You said you will write off loans up to Rs. 10,000. One of the previous speakers just read out the actual wording from your Manifesto, but now you say that willful defaulters will be excluded. Who are the willful defaulters? This will lead to favouritism and corruption. If somebody pays some money, it will be declared that he is not a willful defaulter. So, you should be very specific when you give the concession. So, you should be very specific when you give the concession. Otherwise I feel this will be ruinous to the country.

Regarding unemployed youth, you have made a passing reference. What are your programmes? There is no programme. You speak of some training programme. I am surprised, in Kerala there are several lakhs of trained youth without any job. So, what is the necessity for further training programme for Kerala? I have gone through the entire Budget Speech but not a word is there about any additional scope for jobs. You are speaking of making the right to work as a Fundamental Right and for that you want our support. We are willing to give our support. If you are the right to work as a Fundamental Right and if by magic that will create employment

opportunities, that will be wonderful. Simply by constituting committees and making the right to work as a Fundamental Right, how can you create more job opportunities? There is no concrete proposal even for creation of additional jobs for ten persons. So, what is the fun in having the right to work as a Fundamental Right?

You have given some concessions to the Harijan Scheduled Castes. Very broad-heartedly you say Harijans converted into Buddhists are given all the concessions of Harijans. There is another similarly placed category, that is, Harijans converted into Christians. For the last thirty years, they are knocking at every door. Now you have opened the door but you are allowing only those Harijans who are converted into Buddhism and not the Harijans converted into Christianity. Is it not discriminatory? Is it not against article 14 of the Constitution which says 'equality before law and the equal protection of the laws'? When you are giving the benefit to the Harijans converted into Buddhists, you are not giving the same benefit to the Harijans converted into Christians. This is a very dangerous thing. You are cutting at the root of secularism. I plead with you that when you give a concession to the Buddhists, you give the same concession to the similarly placed Harijans converted into Christians.

You have totally forgotten the fishery folk, the several lakhs of fishermen all over the coastal belt. In answering one of the questions a few days back, the hon. Minister for Commerce stated that a large quantity of tuna fish, which has a very good foreign market which earns foreign exchange, died a natural death because of lack of facilities for fishing. There is no proposal to improve fishing or to improve the condition of this poor section.

About housing, you have totally forgotten. There is no proposal in the budget. We had a housing policy. What do you say about it? You are totally silent about the several millions of people who live under the tree tops and on the pavements without any hut, -

[Sh. A. Charles]

without any dwelling. What is the proposal about them?

Lastly, I would say something about the children. I am very disappointed that you have taxed even the ice-cream which is one of the things that will be taken by the children... (*Interruptions*)

THE MINISTER OF FINANCE (PROF. MADHU DANDAVATE): I agree that people below poverty line eat lot of ice-cream.

SHRI A. CHARLES: Yes, poor people also take ice-cream. When you were on this side, you were very vociferous... (*Interruptions*)

PROF. MADHU DANDAVATE: Let me tell you, from that side I always demanded that air-conditioners, freezers, ice-cream, all these are the luxuries and elitists' consumption, which should be taxed.

SHRI. A CHARLES: Excuse me, I did not speak of the air-conditioners, I did not speak of the refrigerators, I did not speak of the electronic items, I have only spoken about the consumer goods... (*Interruptions*)

PROF. MADHU DANDAVATE: I am more worried about the poor who are not able to get two meals a day. I am not worried about those who get two ice-creams a day.

Sir, all this time, I talked about the common man. Now, I am talking about the children. Sir, when you were sitting on this side of the House, you were mentioning sarcastically about the Maruti Car. You had said that there was nothing indigenous in Maruti Car except the air in the tube. But on going through your Budget, I am sorry to say that you have left out nothing without taxation, except the breathing air. For simplification of the procedure in regard to income-tax, special concessional rate for Kerala and for reducing the hike in postal rates, So, I hope you would have a second look into these matters and do the needful. I am sorry I oppose the budget.

SHRI P.C.THOMAS (Muvattupuzha): Sir, the common man of India is not between the devil and the deep sea. From the front side of the Budget, there is an attack, from the back side, there is a very serious attack from the side of the Railway Minister and from the top, we have a heavy-weight from the side of the Communication Minister, Shri K.P.Unnikrishnan. All these together, I am afraid that the poor men have been crushed and I hope that the hon. Finance Minister will face a very servious repercussions due to hike in prices that are going to take place, the inflation that is going to take place.

Now, the budget says in para 168 that it is a deficit budget, a deficit of Rs. 7206 crores. But I am afraid that the amount which have been transferred from the Capital Account to the Revenue Account have not been taken into account while considering the total deficits. In fact, an amount of Rs. 6,000 crores or even more has been transferred from the Capital Account to the Revenue Account. If this is considered, I think the total deficit will actually go up to the extent of Rs. 13,000 crores. I am subject to correction. The hon. Finance Minister may please throw light on this point. Sir, there are so many aspects which are not considered. For example, the D.As to be given to the Government employees. Of course, D.A. will have to be given to them. At least an amount of Rs. 500 to Rs. 600 crores will have to be set apart for this purpose. This provision has not been made in the budget. So, the figure shown as deficit is bound to go up even more. It has been stated in paragraph 168 of the Budget Speech of the Finance Minister that last year the revised estimate went up to Rs. 11,750 crores and this year it has been brought down to Rs. 7206 crores, even lesser than the amount which was estimated at the time of the current year's budget. I would like to submit that it is a wrong statement and therefore necessary correction be made in this respect.

Now, one other aspect I would like to deal with. Though it is a repetition and almost all the hon. Members have already mentioned this point, I would also like to reiterate the same point, that is, about one thousand

crores of rupees have been earmarked for the writing off the loan taken by the agriculturist. As I submitted the other day, the farmers of the country were given an impression that the whole loan up to Rs. 10,000 will be written off including the amounts they owe to the Cooperative Banks and other banks.

That is a very serious thing. I would submit that the hon. Minister has to take it into consideration and some changes may be made in this respect.

With regard to employment, of course, almost all Members repeated that point, but I would like to suggest one thing. The hon. Minister has suggested an employment guarantee scheme and it has also been stated in the Budget that the Constitution will be amended to the extent that right to work will be available for all. Now, how is it going to be implemented is not stated. I have a very good suggestion in this regard. That suggestion is, that the hon. Minister may look forward to Kerala. There, the Ruling Front has given a very neat suggestion. Of course, that is not implemented. They have a very good suggestion that they will give employment to 10 lakhs of youths per year. That is their programme. But they are unable to implement this programme. This programme was announced by the Ruling Front when they contested the election. That has been spoken of everywhere. That can be implemented, as the Government now says, if some foodgrains are given from here. Thanks to the efforts of the former Government, Kudos to the former government, a very large amount of procurement of rice has been facilitated. It has gone to as high as more than ten million tonnes, as it is stated. So, I humbly plead that some amount of foodgrains may be given to the Government of Kerala so that the Government of Kerala may be able to satisfy the youth of Kerala by implementing this programme. They say they will give employment to 10 lakhs of people every year. I also pray that the investment that is going to be given to Kerala may be increased. That has been submitted by many others also.

Heavy acceleration in the excise duty in respect of many items which have been stated is also going to cause inflation.

I would also like to draw the attention to the fact that the hon. Minister has stated that Section 115 (5) of the Income-Tax Act would be deleted. This will of course do some good to the corporate agencies. But I think that is not actually necessary and if the socialist budget as it is claimed will go to the extent of doing away with such type of exemptions and giving more to the poor people of this country, I think that will be more realistic and I think that the Government will look to that.

I am not going to the other details which I wanted to submit because they will all be repetitive. But I humbly pray that the hike in prices will be very seriously affecting us and therefore, the rise in the price which has been suggested for diesel and petrol and tyres may be reduced. That is all I want to say.

[*Translation*]

SHRI HARI KEWAL PRASAD (Salem-pur): Sir, The Budget of 1990-91 presented by the hon. Minister will ameliorate the conditions in the villages. Attention had not been paid towards farmers so far. I want to congratulate him for presenting such a revolutionary budget. Along with this, I would like to make some suggestions to the hon. Minister and this August House. Ruling party has changed but the system has not changed so far. I would like to present a live picture of injustice and neglect of the people especially the people of eastern part of the country by the previous Government. Patel Commission was set up when Shri Vishwanath Gehmari narrated the sad plight of the people of Eastern India. The previous Government did not even implement the report submitted by that Commission. Even today the situation in Eastern India particularly in Western districts of Bihar is such that the human beings survive on the foodgrains picked up from the excreta of bullocks. Such is the situation there. Even their cottages are bequeathed to the big zaminders of that

[Sh. Hari Kewal Prasad]

area. So long as they work for those people it is alright but as soon as they leave the work they are fabricated in cases and harassed. They are living in such inhuman conditions. There are no schools for their children. If there is a school, it has no building and is run under a tree. There are no schools for their children. If there is a school, it has no building and is run under a tree. There is neither a chair for the teacher nor a mat for children. The child brings a gunny bag along with him. Due to lack of means of transport, development of Eastern India has not been possible. The area to which our hon. Minister belongs has been ahead in industry and in the means of transport and development of this region has been going on but the Eastern region has always been neglected. While I welcome the Budget which has been presented according to the manifesto and programmes of Janata Dal and National Front and would improve the standard of living of the people in Eastern region, I want to submit that the hon. Minister should try to check the land erosion and floods. He might be aware that many things went wrong due to wrong policies of the previous Government. Nepal dismantled the canal near Bhensalot in with the result the crops withered in Deoria, Gorakhpur and many other areas of Bihar. On 20th February there was hailstorm and about 72 villages of Deoria, some villages of Gorakhpur and some areas of Ballia were affected. The cottages were washed away and Mango and Mahua trees were uprooted. The Arhar and sugarcane crops have been damaged and the rabi crops have been totally destroyed. How can the people survive there now? Today they have no resources. The farmer marries his daughter, pays his debt, educates his children by selling his crops but today he has no source of income. People feel that they have never witnessed such hailstorm. It has been worst of this century. Under these circumstances they have to face many more hardships. The previous Government issued 2 liters of kerosene oil per family in a month in the villages while in towns where there is electricity also, a family get 5 liters of kerosene oil. Similarly,

in villages a person got 250 grams of sugar while in towns a person got 1 kg. of sugar during their regime. This is a painful situation. The great socialist leader Dr. Ram Manohar Lohia first raised the question of 3 annas versus 15 annas in this August House. I know there are many matters which have come to light and after being enquired they are gathering dust.

I would like to submit here that the Karnali flood project is still gathering dust and has not been implemented so far. A deliberate attempt has been made in this regard as it would check floods in Bihar and Bihar will become self-reliant. I want that the Government and the hon. Minister in particular must pay attention towards it. Besides I would like to bring to the notice of the hon. Minister corruption among bank officials who provide loans to farmers for purchasing cows, buffaloes, hens and pumpset and for running shoppes etc. They have to pay bribes to the employees upto 15 to 20 per cent. We want that the hon. Minister should take action against the corrupt officials who take bribes for providing the means of their livelihood.

I just now mentioned about the condition of schools in our area where children go to study. There are neither chairs for teachers nor any school buildings. Similarly, water is also not available for irrigation. The previous Government could neither make arrangements for providing drinking water nor irrigation facilities. Our Finance Minister has taken initiative for providing irrigation facilities in this budget. The unemployed youths who migrate from villages to towns in search of employment or work as porters and labourers in collieries and suffer from T.B. will also be saved of hardships.

The budget mentions about 'right to work'. What can be a greater achievement than this. While the previous Government had played with the lives of the people, this Government has taken steps to ameliorate their condition. I belong to the area which is predominantly a forest area. This area is very famous for its forests but the people of

the area are unable to meet their both ends meet. They bring Raka wood from the forest and middlemen harass them. They are even murdered. The previous Government had not paid attention towards it. We are very happy that National Front Government and the Railway Minister had made provision of Rs. 165 crores for constructing Chittauni-Bagaha railway bridge and its foundation stone was laid on 7th January. The previous Government and the Government of Late Shrimati Indira Gandhi had only laid the foundation stone but Janata Dal Government has started work for the development of Bihar and Uttar Pradesh in the right earnest to improve the living standard of the people there.

I would like to submit one thing about Mandal Commission also. Lot of hue and cry was raised about it, but the Janata Dal Government has taken initiative in implementing the report of the Mandal Commission. I want to submit to the Minister that in every village and in every corner of the country particularly minority classes are observing whether the Janata Dal Government is trying to fulfil the promises which were made by it during the elections. I would urge the hon. Minister that Mandal Commission report should be implemented during this session. Gorakhpur is a city in Uttar Pradesh. Central Government employees also work there. The hon. Minister has been a well wisher of workers. The Uttar Pradesh Government had declared Gorakhpur a 'B' class city and was providing allowances to the state employees from 1st July, 1987 but the previous Government deprived them of these facilities. I want to tell the hon. Minister that facilities should be restored to the employees according to rules and I urge him to announce it during this session only.

The waiving of loan upto Rs. 10,000 has also been mentioned. They say that it is not possible. The hon. Minister has announced in this Budget that loans upto Rs. 10,000 would be waived off. Being a son of a farmer, I could never reach here but people of village have elected me here. I want to congratulate the hon. Minister on their behalf for making

provision of waiving loans in this Budget. I would also like to submit that there is a very strange situation in Deoria district because of lack of transport. I had to stage a dharna to get metre gauge line converted into broad gauge line. The Government's attention was drawn to it after the dharna. We want that a distillery, paper mill and a turmeric factory should be set up in Deoria district. Sir, the Government has admitted that Rs. 8,00,000 crores of black money is in circulation in our country. I will suggest that with a view to check the growth of black money, Government should contest half of this unaccount wealth i.e. Rs. 4,00,000 crores into one hundred rupee or five hundred rupee notes.

Secondly I understand that the previous Government was running in the shadow of the filmstars like Shrimati Vaijanti Mala and Sunil Dutt. Our Finance Minister is also impressed by film world and he has given lot of tax relief to film industry. I would like to submit to the hon. Minister that the proposed increase in petrol and diesel should also be withdrawn. If he wants to create a healthy image of the Janata Dal, he should withdraw the tax on petrol and diesel.

With these words, I support this Budget and would like to say that the people who were sent to jail during emergency by Late Shrimati Indira Gandhi should be given pension facility.

With these words I support this Budget.

[English]

SHRI P.A. ANTONY (Trichur): Sir, I rise to oppose this Budget. At the outset, I must say that it is a very disappointing budget because people thought that the National Front Government would bring fourth such proposals which would reduce the prices and make this life less miserable. But that has not happened. We have seen the socialist minister's Railway budget further squeezing the common man and now another socialist minister going one step further and making his life really more miserable. I would like to remind the Finance Minister

[Sh. P.A. Antony]

that one of the main campaign points in the Lok Sabha elections was price rise. Yes, there was price rise. I do not deny that. But what about now? What has the Finance Minister done about it? If you carefully read the President's speech, you would get an impression that the Government is trying to play down the whole issue of price rise. The simple fact is that the prices have risen after this Government came to power and they could do very little to control it. So, it has to be played down. Prices will further rise because of the fresh duties. Increase in the duties of petrol and whole lot of other items is going to push up the prices very much. Thus the life of common man will become more miserable in the days to come. That is the net result of this budget.

The Finance Minister has claimed that he has been able to bring down the deficit to Rs. 7206.00 crores. This has been done by a high increase in taxes, on the one hand, and making only marginal allocation for many important sectors. I will cite just a few examples. In 1989-90, the allocation for energy was Rs. 1,12,276 crores which was Rs. 2,127 crores more than 1988-89. The revised estimate of 1989-90 shows the actual outlay at Rs. 11,904 crores. What is the outlay for 1990-91? It is just Rs. 12,280 crores. That is to say, an increase of more than Rs. 376 crores. Between 1988-89 and 1989-90, the increase was Rs. 2,127 crores and between 1989-90 and 1990-91, it is a mere Rs. 376 crores. This has happened in the most vital sector of energy. I must say here that the 49 per cent allocation which this Government is making for the rural areas will become meaningless if the Government does not invest enough in the energy sector. Without power, the farmers' pumps sets will not function and the farmer fields will not get water. I welcome the 49 per cent investment in the rural sector but unless this Government has an integrated approach to the investment in the infrastructure sectors, it cannot achieve any result from more allocation being made to one sector.

Take another example in the sector of Industry and minerals. Here too, the actual allocations has declined. In 1988-89, the budget allocation for this sector was Rs. 4816 crores which went up to Rs. 6029 crores in 1989-90. This shows an increase of Rs. 1213 crores. What is the allocation for this sector in the 1990-91 budget? The allocation is Rs. 7116 crores. The increase over the revised estimate of 1989-90 is only Rs. 977 crores. Similarly, in many other sectors, the increase over the previous years has been less and negligible. What will be the result? The result will be a slowing down of the development of the vital economic sectors which will seriously affect the economic growth. This is the impact of this Budget. It is a very serious situation.

The budget does not contain any bold initiatives on any front. Take the case of increase in the non-Plan expenditure. It is consistently increasing. In the Budget Estimate of 1989-90 the non-Plan expenditure was Rs. 54262 crores which went to Rs. 59220 crores in the revised estimate. That means an increase of Rs. 4958 crores. But the estimate for this year is Rs. 64343 crores which means an increase of Rs. 5123 crores. On the other hand the increase in the Plan expenditure was mere Rs. 1662 crores in 1988-89 and 1989-90 and it was Rs. 1720 crores in 1989-90 and 1990-91. What happened to all the efforts in containing administrative expenditure? The hon. Finance Minister has not said a word about that nor does he indicate any willingness to make a radical departure from the traditional approach.

There is another interesting thing about the deficit. Last year's Budget had made a provision of Rs. 1000 crores for the payment of D.A. to the Government employees. But this Budget a token makes provision of only Rs. 100 crores. The Finance Minister has said on the Floor of the House that the commitment with regard to the Pay Commission's recommendations will be honoured. But where is the provision for this? In his anxiety to show a lesser deficit he has not shown it in the Budget.

This budget does not provide any worthwhile relief to the fixed income group. The expectation was that the exemption limit of the income-tax would be raised to at least Rs. 30,000/-. But all that he could do was to raise it to Rs. 22,000/-. He should remember that this limit was not raised for the past three years and the fixed income group really needed a little more relief. The Finance Minister reduced the highest rate of Corporation-Tax by ten per cent and so on which has been widely welcomed by the business lobby and the same amount of relief he was not prepared to give to the fixed income group. I think he should reconsider it and raise the exemption limit to at least Rs. 30,000/-.

Sir, thus the Budget presented by the Finance Minister lacks in initiative. It does not contain any bold approach to contain inflation and price rise. In his anxiety to bring down deficit finance, he has left the vital infrastructural sectors without sufficient funds. And this reduces the tempo of development of the economy.

Now I deal with some of the problems relating to Kerala. The most burning problem of Kerala, as many of my friends have already expressed, is the unemployment problems of the 33 lakhs of people who are already registered. One of the reasons for that is the low central investment in the industry in Kerala for the last so many years. So, more contribution has to be given to the Kerala State for the industrial sector. Our Railway Budget has completely ignored the Kerala people. But the Finance Minister will help the State by establishing more industries so that at least a small percentage of educated unemployed youth will be provided employment. As Mr. Charles and some other friends have said, I also welcome the attempt of this Government for giving facilities that are available to Scheduled Castes, to the newly converted Neo-Buddhists. It is a good thing for which I congratulate the Finance Minister sincerely. At the same time, I request him to extend this facility to the Scheduled Caste Christians who were converted from Scheduled Castes.

Of course, India is a secular country with all diversities. It is only a small minority. If there is any other religion, we must extend this facility to them also. Thank you.

[Translation]

DR. LAXMINARAYAN PANDEYA (Mandsaur): Mr. Chairman Sir, at the time of elections the people had high hopes of the new Government which came into power. They were expecting their long-standing problems to be solved. Our philosophy is correct and we are moving in the right direction. So we firmly believe that the situation will improve. It is in this context that the hon. Finance Minister presented the budget and gave an indication of it. But when I got an opportunity to study the budget papers in depth I found it to be a document which is a mixture of hopes and despairs. On the whole this budget has not come up to the expectations of the people and their faith reposed in us it seems that their hopes are not likely to be fulfilled. Agriculture is the back-bone of our economy. Ours is an agricultural country. The budget accords priority to farmers and agriculture. Farmers are the mainstay of the Indian economy. While referring to farmers the hon. Finance Minister announced that loans upto Rs. 10,000 given to farmers will be waived and for this purpose 49% of the total budget allocation has been earmarked for the agricultural sector. The loan waived would be applicable only in the case of farmers who had not deliberately defaulted in the repayment. I think the farmers did not have the means to repay the loans. They could not pay due to natural calamities and so they requested the Government and banks, where there were such banks.

PROF MADHU DANDAVATE: It should be kept in mind that the economic condition of the farmers is very bad and their failure to repay the loan does not make them defaulters. It is the rich farmers who have the capacity to repay the loan who have deliberately defaulted.

DR. LAXMINARAYAN PANDEYA: I thank the hon. Minister for his clarification.

[Dr. Laxminarayan Pandeya]

The procedure being followed for waiver of loans is time consuming and cumbersome whereas people expect it to be done expeditiously. The hon. Minister should see to it that the procedure is simplified so that this relief meant for farmers can reach them at the earliest. State Governments too have been asked to take a decision in this matter but the budget does not mention in clear terms the extent of assistance that would be provided by the Centre to the States for this purpose. Without financial assistance from the centre, the State Governments will not be able to solve this problem. So I request that State Government too should be given assistance. The present provision of Rs. 1000 crores should be increased. The 49% allocation earmarked for the agricultural section is most welcome. The country has been resorting to deficit financing for a long time. Our coffers are nearly empty. The country's foreign exchange reserves have also depleted. There is also a heavy burden of foreign debt. The Gold Control Act and the legislation for the flushing out of black money are welcome steps. It is commendable that the Government has tried to prepare a balanced budget despite the prevailing constraints. But what will be our net gain in this effort to prepare a balanced budget? How much are we paying by way of debt servicing charges? We are paying interest at the rate of 18% to 20% on foreign loans, which accounts 5% of budget allocate from market borrowings, 21% of capital is raised. The budget also does not clearly mention the expenditure on projects. We have limited funds at our disposal and perhaps they would not be sufficient to fulfill our expectations. It may not have been the Government's intention not to deprive big companies of their share of work but the concessions allowed under section 115 of the Income-Tax Act will definitely benefit the corporate companies whereas doing away with the investment allowance will be a loss to small companies. This will lead to the closure of small companies. So I believe that small companies will not stand to gain on this account. I request the hon. Minister to consider this point. On one side is the in-

crease in rail fares and on the other a hike in the price of petrol and diesel due to increase in taxes on it. This will lead to an increase in the prices of other commodities. All this will have an adverse effect on the common man. I request the Government to raise the income-tax exemption limit upto Rs. 30,000. Otherwise what will people get. The income tax exemption limit of Rs. 22,000 is inadequate considering the rising level of inflation. So this limit should be raised several hon. Members have expressed the view that the rate of inflation will go up due to the increase in the prices of petrol and diesel and the increase in rail fares. The economic survey shows that the Government is to provide assistance to sugar mills. It is, of course, necessary to aid the sugar mills which are sick. But how much of assistance would be provided? Do they really need help considering that the sugar produced at a cost of Rs. 4/- or Rs. 4.50 is sold at Rs. 8.00 or Rs. 8.50 in the market? Banks have been asked to assist the mill owners who deliberately show losses so that their mills can be declared sick. The Government is requested to undertake investigations before providing assistance lest the assistance should be misused. This will not be in national interest because those who really need assistance will not be able to get it. The hon. Minister will have to consider this point also.

19.59 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

There has been an unequal allocation of funds to various States. Many schemes are lying incomplete in Madhya Pradesh for want of Central assistance Madhya Pradesh has large deposits of iron ore which is exported. But no funds are sanctioned for setting up a factory over there. Madhya Pradesh has large deposits of coal but the State faces an energy crisis. There is a 500 kilometre long gas pipeline which passes through Madhya Pradesh but there are no gas-based industries in the State. The State has a potential for industrial development but the Government pleads shortage of funds when Central assistance is sought for setting up

industries over there. Despite repeated requests the Centre has not provided proper assistance. This is the reason why most of the schemes are lying with the Planning Commission or various Central Ministries pending approval. I request the hon. Minister to check how much of financial assistance is needed by the States so that there is a balanced regional development. Madhya Pradesh should not be given any less priority than other States when it comes to provision of Central assistance. I want to draw the hon. Minister's attention towards one situation in particular. These days there is an acute scarcity of drinking water in Madhya Pradesh and other States. There is the problem of drought also. State Governments are making efforts to deal with the drinking water problem but their efforts are not bearing fruit due to economic constraints from January to March this year the drinking water problem became so acute that at many places water had to be brought from a distance of three kilometres. This is what is happening in Madhya Pradesh today. The funds sanctioned for drought relief are not sufficient so this amount should be increased so that Madhya Pradesh as well as other States get the funds as per their requirements.

I want to draw the hon. Minister's attention towards proposals for increase in postal rates and additional levies on diesel, petrol, coal and iron. These proposals should be withdrawn as their implementation will lead to inflation. We talk of guaranteeing employment and generating employment opportunities through establishing a network of small and cottage industries. Without sanctioning funds to the employment guarantee schemes how can we provide employment to the unemployed youth of this country? We talk of adding the right to work to other constitutional rights but it is very disappointing to note the budgetary provision for generating employment opportunities for the unemployed. I demand that concrete steps should be taken in the direction of self employment schemes.

Now coming to literacy and poverty alleviation. Poverty and illiteracy are both at the root of this country's backwardness. If a

poor person is illiterate it is a sign of backwardness. Therefore, it is necessary to launch literacy campaigns along with poverty alleviation programmes. The amount set aside for education is very meagre and will not be sufficient for the country's needs in this respect. We can select one district from any one State on an experimental basis to make the people living there fully literate. The Government should also provide all health facilities to every citizen. In this way several districts could be selected and assistance should be provided to states which are making efforts to spread education. Only in this way can we eradicate illiteracy. It has been proposed to implement such a scheme in Madhya Pradesh also. I request the hon. Minister to extend special assistance to Madhya Pradesh if the state proposes to take steps in this direction. The fund set aside for health facilities is also very meagre.

In conclusion I would like to speak on the network of multinational companies in the country and the role being played by them. The various spheres wherein these companies should not be allowed to operate should be identified. Multinationals are a drain on our foreign exchange. Will the hon. Minister make all out efforts to exercise a strict control on the activities of multinationals? While encouraging exports we should see that there is a reduction in imports. The export - oriented units should be encouraged. I once again welcome the proposal to flush out black money.

In my constituency the main occupation of people is agriculture. Opium farming is practiced over there. The capacity of the alkaloid factories over there should be increased. These factories could operate in two or three shifts. Morphine and morphine dihydrochloride is prepared from opium. These can be produced in larger quantities. We can also save valuable foreign exchange which is currently being spent on the heavy imports of codeine. Along with saving of foreign exchange we can also provide employment to people. It is being said today that due to lack of demand of opium or morphine outside, it is being dumped, but I think that situation will

[Dr. Laxminarayan Pandeya]

not arise. Not only this, all the by-products of opium can also be prepared here. An alkaloid factory is situated at Gaziabad in Uttar Pradesh. Another factory can be set up at any proper place or in Uttar Pradesh or Madhya Pradesh. This will provide relief to the farmers and employment to the unemployed youth. Besides, foreign exchange will also be saved and the situation will improve. I hope that the hon. Minister will pay attention towards these points. With these words, I will again request the hon. Finance Minister to withdraw the proposed increase in the prices of diesel and petrol and as I have said, income tax limit should be certainly raised to Rs. 30,000. There are many other issues as the expansion of National Highway in Madhya Pradesh and problems of pensioners, but I will not mention them here due to the lack of time. In the end, I will only say that this Budget is a mixture of hopes and disappointments as compared to the Budget, we expected from the Government. But the effort, which have been made here to balance the Budget is commendable, particularly the efforts to increase the export by lowering the import and the efforts to lessen the burden of foreign debts and for this I thank the hon. Minister of Finance and conclude.

SHRIDHARAMPAL SHARMA (Udhampur): Mr. Deputy Speaker. Sir, not only I, but the masses of the country also were greatly disappointed by the Budget proposal presented here on 19th March, 1990 by Shri Madhu Dandavate. The National Front Government made a lot of promises to the people in their election manifesto, but their first Budget is disappointing. Regarding the Budget, a survey was conducted by the press and Doordarshan. Different people, as economists, housewives, farmers and common men were interviewed. Everyone was of the same opinion that it is a disappointing Budget. Now everyone is repenting. After the Budget, the impression of the people about the party has changed and they feel cheated because the party has not fulfilled the promises made in the manifesto. They think that they should not have voted for the

party, because the Budget is not in favour of the common man. Not only this, the parties supporting the Janata Dal Government from outside, as the Communist Party, C.P.M., B.J.P. and other minority parties are also disappointed at the Budget proposals. A lot of people including the Janata Party has condemned this Budget. One promise in the election manifesto of Janata Dal was that they would check the price-rise, but even today, sugar is costing Rs. 10/- per kilo and the prices of all the essential commodities of a common man, such as pulses, oils, dalda, tea, milk and vegetables - have increased enormously. No one can deny that prices has increased after this Budget came. I would like to submit that this price rise is unprecedented. Till today, never such a Central budget was presented which has burdened the common masses with so much taxation. It is true that the country can only develop when the resources are mobilised and we should have the resources, but what will be the result of the taxation of Rs. 4800 crores, which has been burdened on the common people. With the increase in the prices of petrol and diesel the people travelling in three-wheelers and Taxis, now have to pay 25-30 per cent more than the earlier fare. The railway fare has also been increased by this Government. There will be a lot of burden on the common man with the new tariff rates in the postal services. By limiting the number of telephone calls, this Government has earned an amount of Rs. 600 crores. Not a single thing is there, which they have spared. Although this Government talks in the favour of the farmers yet it has increased the rates of diesel, which is used by him for agricultural purposes. The tyres and tubes have also been brought under heavy taxation, due to which, the cost of tractors used by the farmers, will also increase. In the field of subsidy, no subsidies has been given to the farmers on fertilizers. I think, this Budget is directionless. If Shri Madhu Dandavate has given any clear economic policy, we would have known what this Government is going to achieve. Through this Budget, how many kilowatt of electricity will be produced, how many roads and buildings will be constructed and how much job

oriented is this Budget, nothing is clear in these regards. Similarly an indication is there. A little indication has been given through Employment Guarantee Scheme and that too will be implemented in the backward areas. They are trying to mislead the people by presenting a false rosy picture. Regarding the waiving of loans, it has been mentioned in the Budget that the loans of willful defaulters' will not be waived. All the poor will be covered under it and the aspect of bribe will come in. Shri Madhu Dandavate, we all know the situation in the banks. Today it has become a fashion to criticise even a good proposal given by the opposition and to praise an ineffective proposal given by the ruling party members. But this is not good. This fact cannot be denied that during the last 5 years of Congress regime, there has been effective work in every field, whether it is science and technology, rural development, Nehru Rojgar Yojana or decentralization of planning and which is unparalleled. We have formulated the Panchayati Raj Act. But this Government is not paying any particular attention towards it. I would urge that this plan should be formulated at the village and the block level and it should be a need based plan. It is regretful to say that although the Eighth Plan is going to be implemented from April, but till now, we know nothing about the Government's Plan and that document has not been tabled before the Parliament till now. What are you going to do and what direction you are going to give to the country? What will be your economic policies and what measures you are going to take to end unemployment and to provide jobs to educated unemployed? We are well aware that agriculture is a seasonal occupation in this country and the Deputy Prime Minister has himself said that there are near about 377 elected representatives of the farmers in this Lok Sabha. It has also been stated by the Government that 50 per cent expenditure will be invested in the villages, then why it has been lowered to 49 per cent. You have yourself accepted that we will be incurring 49 per cent expenditure as per the Budget. During the Congress regime, it was 44 per cent. You declared to invest 50 per cent of the total allocation, but in the Budget it has

been toward by one per cent. During the Congress regime, a lot has been done for the farmers whether it was N.R.E.P., R.L.E.G.P., subsidy on fertilizers or debts relief.

Mr. Deputy Speaker, Sir, a special scheme was formulated during the Congress regime for the development of Himachal Pradesh and Jammu & Kashmir, but the hon. Finance Minister did not utter a single word in regard to them. I would like to submit about Jammu-Kashmir. Himachal Pradesh is its neighbouring State. The hon. Members from Himachal Pradesh are not here at present. What is the reason that Himachal Pradesh is still getting a grant of 90 per cent and a loan of only 10 per cent, whereas Kashmir is getting a grant of 70 per cent and a loan of 30 per cent? When this injustice was brought to the notice of the last Government and our representatives met with the Planning Minister, the Finance Minister and with Shri Rajiv Gandhi it was decided at that Kashmir will be brought at par with Himachal Pradesh but it was not implemented. Why? There are only two States in the country—Jammu-Kashmir and Assam, which are treated like this. There is no weight in this plea that Himachal Pradesh is given 90 per cent grant and only 10 per cent loan, because it was a Union Territory. Today, I will demand in this House that with Kashmir, Assam should also be given a 90 per cent grant and 10 per cent loan. This will not do that it is a mere book adjustment. During the last years, Kashmir had to pay an interest of Rs. 234 crores. This is not book adjustment. If Kashmir is forced to pay so much interest, how the development is possible.

I would like to make another submission that the people cannot wait for long gestation projects. It takes 15 to 20 years to complete any thermal power project, hydel project or construction of a bridge or laying of tracks. These projects are never completed in the fixed estimates. Sometimes, it has been seen that only Rs. 2 crores are allocated in the Budget, for a project which needs an expenditure of Rs. 1500 crores. This will not solve the issue. People want results. Project should be reviewed by the Government from

[Sh. Dharam Pal Sharma]

time to time. Anyone can do a mistake, such **steps should be** taken so that the mistake is **not repeated.** Such projects, in which **electricity can be** provided or roads can be **constructed on** less cost, should be reviewed and the House should be taken in confidence in these matters. We will provide full support to you. Only the welfare of people should be thought of.

Besides, nothing is kept for the maintenance of the projects on which investment is made. A provision should be made in the Budget in this regard also. Only Rs. 1000 crore has been allocated for the loan, but the actual need is of Rs. 14000 crore. It was stated in your election manifesto that the Central Government will carry out the work of waiving of loans. For this purpose you have to provide funds to the banks also, because the amounts deposited there are public money. Only giving orders from here will not waive the loans of all.

It was claimed that the loans of all the farmers have been waived off in Haryana and announcement was also made in Haryana Assembly that the Government is providing pensions to the old people in that State. But in fact no payment has been made to these people during the past seven months. This Government has captured power only by showing a rosy picture to the people. This year when the Budget was being presented for the next year in the Parliament, Door-darshan people were taking interviews of the farmers in which they were asked to give their reactions on the Government's proposal to waive their loans upto Rs. 10,000. I would like to know from the hon. Minister as to how he is going to waive all the loans at once. For this purpose a sum of Rs. 14,000 crores will be required and the Centre will have to bear all the burden since it is a Centre's proposal and states have no connection with it. Even otherwise States do not have surplus resources. Hon. Shri Madhu Dandavate has said that there is a deficit of Rs. 11000 crores. However, we have seen it that Budget estimates-belt the

Central Budget or the State Budget have never been realistic. Even if the factors like natural calamities or drought etc. are left out, we do have a provision for the same and such a provision falls short to meet the requirements and as a result thereof, the Government has to come out with the demands for supplementary grants.

Shri Madhu Dandavate has said that he will come before the House once again after a period of six months to review the policies. It is really a very good gesture on his part, but I would say it would be better if the Government keeps its policies clear. In the President's Address the Government has made many commitments e.g. they will bring in Prasar Bharati Bill and a Constitution Amendment Bill to make the Right to Work a Fundamental right etc. But to achieve that end, Government would need Rs. 25 thousand crores a year. Where from this amount will come? On its face it seems that Right to Work can become a reality, but after all what is obvious is not always the truth. I would say about the Government that 'Guitar ka Gaji to ban gaya lekin Kirdar Ka gaji na ban saka' which means that the Government is not serious to turn its words into a reality. In their speeches they hold out a lot of promises but fulfil none.

The ruling party had held out a promise in its election manifesto that it would reduce the prices of essential commodities and involve the youth of the country in nation building activities and provide them employment. But no provision has been made to that effect in the budget.

Now I would like to say 2-3 things about my own State. Terrorism has taken Kashmir valley in its grip and the national highway has remained closed for the last seven days. I would like to draw attention of the hon. Minister for Civil Supplies who is present in the House to the fact that due to such factors there is a scarcity of essential commodities in that State. So he should find some or the other way out so that these commodities can be made easily available there. Ours is a hilly State and when our party was in power, we

used to maintain a reserve stock of such commodities for the next six months in the remote areas. So in view of all these things.....

MR. DEPUTY SPEAKER: Kindly be specific about your points.

That is already known.

SHRIDHARAMPAL SHARMA: At present work on some power projects is in progress in our state, like Salal Hydel project (Phase II), there is some provision in Saval-cote also where construction of road is underway, Work has already been started on Dulhasti project which has been assigned to a French firm. There is a project in Uri also. I would like to submit that power is very essential for the progress of the State but the provision that has been made for that purpose is quite insufficient. With these words I would like to submit that this budget has disappointed us very much as it is a pro-rich and pro-urban budget and does not take care of the interests of the farmers, backward rural areas or the poor citizens of our country. This budget has not brought out any concrete economic policy and I do not think that with this budget you are going to make some revolutionary changes. I think that the existing tax proposals be it in the case of postal articles or petroleum products, would make way for a further price rise. With a view to check the probable price rise, these taxes should not have been imposed.

[English]

SHRI PETER G. MARBANIANG (Shil-long): Mr. Deputy Speaker, Sir, I must congratulate the Finance Minister on the points mentioned in the Budget which are very-very good. We do not want to bring in the spirit of acrimony here. However, there are contradictory views regarding the fulfilment of the mandate of the people.

First of all, on page 2, para 9, the hon. Finance Minister had said that "the first task of the new Government was to contain the rise in prices." However, I am sorry to say

that the different measures which he had put in here, especially, the increase in price of petrol and diesel will definitely bring increase in prices of all the commodities in India. I come from Meghalaya, a land-locked State, where we only have road transport, we have to depend on road transport for everything in that State. I say that the increase in the prices of petrol and diesel will adversely affect the people, the economy of Meghalaya. All the benefits which have been earmarked in this Budget, I am afraid, will be neutralised by the rising prices.

I will come to para 24 where the Finance Minister had put in "our first priority is employment." I want to take you to Meghalaya where we too have increase in educated unemployed especially youths. The Government of Meghalaya had tried to create employment avenues for the youth by trying to develop tourism.

As you know very well, Meghalaya is blessed with a national beauty. Nature has given lovely and beautiful falls, forests, fauna— all of them are there. However, we cannot do anything unless the present Government abolishes the Restricted Area permit which they have introduced, to check foreigners coming to Meghalaya.

I am very happy to see that the Government has lifted the RAP in respect of Sikkim. However, I find that the same facility has not been extended to Meghalaya. Right from 1983 when I was the Tourism Minister, I had spoken to the then Home Minister and also to the then Tourism Minister here, who had promised to take care of this matter. However, till today nothing has been done. This Restricted Area Permit has prevented not only foreign tourists, but also even Indian tourists from coming to Meghalaya. This has been a great obstacle to the State of Meghalaya. I appeal to the Government immediately to remove this RAP from Meghalaya.

Coming to agriculture, I must congratulate the Government for allocating more funds for agriculture; but I would like to appeal to the Government to take special interest in

[Sh. Peter G. Marbaniang]

our State, Meghalaya. As you know, the JHUM cultivation, or shifting cultivation which is there in Meghalaya, has destroyed the forests of the State. Not only has it destroyed the forest, but it has also led to the erosion of the top soil. The fertility of the soil is washed away; and this has not only created difficulties to the farmers but also has created flash floods, not only in Bangladesh but also in Assam. Every year it is happening. Therefore, this needs special emphasis by the Government when it considers agricultural development in the country to extend to Meghalaya.

Thirdly, I would also congratulate the Government on the question of giving Central investment subsidy, and the Capital Subsidy Scheme. However, I would request the Government also to allow transport subsidy within the State, not only for goods coming from outside the State, but also those moving within the State from district to district. This would really help the young entrepreneurs to establish more industries in Meghalaya.

Lastly, I congratulate the Government for what has been said in paragraph 36 of page 9 regarding reservations for Neo-Buddhists. However, there is a discrimination against Scheduled Castes converted to Christianity. India is a secular State. As such, the same reservation benefits should be extended to Scheduled Caste Christians also, so that they do not feel left out.

I am happy that the Government has, in the President's Address also, laid stress on the secularism of the country. I am very sure that now that they are considering this aspect of extending reservation to Neo-Buddhists, they will also extend the reservations to Scheduled Castes who have been converted to Christianity, to avoid discrimination.

On the question of black-money, I am afraid, all attempts of any government here will be neutralised if we cannot check black-

money; and the best means of checking black-money will be to strengthen the tax machinery and also to give awards to the different Tax Officers who can detect non-payment of tax cases or avoidance of tax payments. This will help the Government to get more money in order to spend it for the poor. Thank you.

SHRI BALGOPAL MISHRA (Bolangir): Mr. Deputy Speaker, Sir, I rise to support this Budget. Lot of things have been said in this House today about the present financial crisis. Nobody can deny the fact that the Finance Minister. Prof. Madhu Dandavate has tried his best to salvage the sinking economy, almost bankrupt economy which was heading towards bankruptcy due to mismanagement of the country for the last 40 years.

There was hue and cry in the House when the word 'Socialism' was found nowhere in the President's Address; and the same word 'Socialism' had been daily chanted by the previous Ruling Party for the last 40 years. Let us see to what extent they were socialist, to what extent they were teaching socialism, to what extent they had been practising socialism? In no civilized country the difference will be like that what it is in this country. The minimum wage varies in the country from Rs. 10 to Rs. 30. So, I take Rs. 30 for comparison purpose. A man who earns Rs. 20—whether he is working in the field or whether he is a *khet mazdoor*—he pays for his medical bill; he also pays for his children's education; he pays for everything. But, at the same time, a top bureaucrat gets a salary of Rs. 10,000 per month; and if you take his official perks, they will come to another Rs. 20,000 including his building rent, driver, medical allowances, LTC, etc. So, where is Rs. 600 per month and where is about Rs. 30,000 per month. What sort of socialism these gentlemen had been practising in the country for the last 40 years? What sort of human rights they had been practising in the country? A man who is working under the sun for 8 hours, a man who is working in the biting cold for 8 hours, whose physical comforts and needs are less,

is getting Rs. 20 a day; and out of that money he has to feed 6 months. Whereas this gentleman who is getting Rs. 30,000 per month including perks Rs. 1000 a day- lives in an air-conditioned house; and he does not have to take a glass of water with his own hand.

This is the basic example of their social-ism. Similarly, I would like to draw your attention to the poverty line. Lot of things have been told about the poverty elimination programmes. Starting from the 1977 Janata Party Government's Antyodaya programme there have been several schemes. Sometimes the Government called them Food for Work programme, or they termed it the NRET the RLEGP and so on. But the cost of changing from one to the other has been heavy.

An example will be that the ex-Prime Minister's statement that whatever they sent to the people did not reach them but only 15 per cent reached them. This was a candid confession of the ex-Prime Minister Shri Rajiv Gandhi. So, whatever was done during the last 14 years has almost slipped back. One can imagine the condition of the economy or the damage caused to the economy of the country. We can visualise it.

We have three socialists here. There are three socialist Ministers in this Cabinet. Because there are three socialists they started thinking of the poor man and the farmers and they have come out with something for the farmers and so far as the policy towards the farmers is concerned, it is mentioned here on page 8 (Part-A) of the Finance Minister's Budget Speech in para

33. "In particular the formula will take into account:

- (1) valuation of labour (including family labour) on the basis of statutory minimum wage, or actual wage, whichever is higher,
- (2) the remuneration for the managerial and entrepreneurial efforts of the farmer,

- (3) adjustment of procurement/support prices for the escalation in input costs between the announcement of the prices and the arrival of the crop in the market."

Here, I will like to draw the attention of the Minister of Finance to the very fact that he has left a vital component. That is the interest cost of the land and depreciation. I am giving the economics of cultivating one acre of land. On the cultivation of paddy, taking Rs. 20,000 as the cost per acre, the interest cost on that one acre comes to Rs. 2400 per annum. That is the interest on capital investment. The labour charges in two crops come to Rs. 1500, pesticide, fertilizer and seeds come to Rs. 2000 managerial cost comes to Rs. 2400/-. In total it comes to Rs. 8300 whereas the production is only worth 40 paise per day.

MR. DEPUTY -SPEAKER: Please do not go into this in detail. We are going to discuss Agriculture later.

SHRI BALGOPAL MISHRA: Thus, apart from the cost of the land every year about Rs. 2,000 per acre is the outgo. So, if this is not taken into account, then surely the farmers' condition will be miserable and they are led into the debt trap. Two things are there. First of all in the initial manifesto the commitment was that we would give a debt relief of Rs. 10,000. The question of wilful defaulters was not there. And today from the statement giving the wilful defaulters it is clear that it is leading to corruption and to what extent the bankers are honest it is known to every body. I do not want to cite any example of any particular bank or any individual banker. The Finance Minister can think of that and find out some solution for that, to see who is a wilful defaulter and who is not. It is very difficult to pay.

I come from that part of the country where nature is bountiful, that is, Orissa, from where 25 per cent of the coal deposits of the country come, where there are 10 per cent of the mineral resources of the country, where there is the highest quality of ore

[Sh. Balgopal Mishra]

deposits in the country, wherefrom the iron ore of the country comes. We have good deposits of iron ore and lime. In spite of that, for the last 25 years we have been suffering from dire poverty. Sir, for the last twenty five years, our State has been suffering from drought particularly western Orissa. Prime Ministers after Prime Ministers have been visiting our locality but nothing has been done so far.

All of us, as Indians, should be ashamed of the fact that girls were sold for Rs. 40/- in this country. Mr. M.J. Akbar had been to Kalahandi to study the case of Phanas Bunji. He should tell the House whether the girl was sold or not. Some Congress-I MPs and MLAs had said that it was the cost of Kanya suna and it was not the case of sale. This had happened in this country during the Congress regime after forty years of independence. They are deliberately creating the regional imbalance. They are in the habit of hunting with the hound and running with the hare.

I would like to draw the attention of the hon. Minister to the distribution of essential commodities through public distribution system. Sir, the essential commodities are being supplied only in cities and towns and they never reach villages. They may say that there are outlets, but it is only in paper. I request the hon. Minister to look into this matter and do the needful.

Lastly I request the Minister atleast not to increase the cost of postcard.

[Translation]

SHRI K.D. SULTANPURI (Shimla): Hon. Deputy Speaker, Sir, I don't want to raise a question for question's sake. I am grateful to you for giving me an opportunity to speak. Petrol and diesel will cost more after this budget. The people of Himachal Pradesh have to carry food products to farflung areas and for them this is a black budget. The poverty of the people of Kashmir, Himachal

Pradesh and other hill areas has become more manifest and acute. The farflung areas of Himachal Pradesh have no telephone facility. My friend asserted that Manali and Lahaul-Spiti have STD facility. Since Kullu-Manali is important from the tourism point of view, STD is essential there. A survey for tunnel at Rohtang has been taken up. I would like it to be completed as soon as possible for the benefit of the people there. Again the National highway which goes from Himachal to Punjab is Highway No. 22 and that which runs between Chandigarh and Kullu in Himachal Pradesh via Pinjore is Highway No. 21. I wish to say that the road which goes via Pinjore should go via Nalagarh and Suarghat. It should be connected to Highway No. 21 and converted into a national highway as this would benefit the people of the area. The road which goes to Paonta Sahib and Rohru should also be connected to the National Highway. It would benefit the people of the area.

It has been said that reservation would be extended to some Buddhists also and they would be treated at par with the Harijans. But the amount provided for this purpose in the Budget should have been more. It has been said that a separate provision would be made for them. But it has not been done in this Budget. The same is true in the case of women too. It was mentioned that funds would be provided to women entrepreneurs but the amount and other facilities have not been specified. Our region has been ignored by the Television and we are unable to enjoy the programmes of Kullu TV Station even in Kullu. Similarly, a TV tower was to be installed at Khara Pathar beyond Shimla, but though the rooms have been constructed the work has not started. The work must start as soon as possible. The farflung areas where TV has not reached yet must be provided this facility so that they know about the achievements of the Government. The condition of many industries in our state is pitiable. The people have taken subsidy from Haryana and set up the industry in Himachal or other states and vice-versa. This must be investigated. Action must be taken against those people who

have taken the Government money from the banks as subsidy and misutilised. They must be punished. The Budget proclaims of giving employment to youth. I do not think that the Budget can in any way improve the situation. About one lakh youth have been ensured jobs through this Budget where as nearly 30 million youth are registered in the employment exchanges waiting for employment. At this speed it would take hundreds of years. Firm measures should be taken to remove poverty and provide employment. The youth have high hopes and they have facilitated the formation of this minority Government with two crutches, one the BJP and the other, the communists. Similarly, the Budget is just as ambiguous as the Government itself. It provides nothing for the education nor has it got any programme for the progress of the Nation. People would not be benefited from it. It has no provision for the army personnel either. I would like to suggest that if you want the Government to run for the full term, that is five years, you must do constructive work. God willing it will complete its term, though Tau (Shri Devi Lal) is not waiting to let it complete its term. Apples and potatoes are a bundant in our hilly region. I demand that the support price for apple should be fixed at Rs. five per kg. You are the Finance Minister of the Government of India and a socialist leader too. When you were in the opposition you continuously harped that our Government was wrong. We wish to submit that if you are desirous of taking the nation ahead, you should try to provide maximum support price for agricultural products, so that farmers are benefited. Our Government had done many good things for the benefit of the nation. The income tax limit should be Rs. 30 thousand per annum. Now-a-days even a peon in the bank is a tax payer. If you do not want to raise the limit it is your wish but I hope that you would certainly raise it upto Rs. 30 thousand.

[English]

DR. THAMBI DURAI (Karur): Mr. Deputy Speaker, Sir, I congratulate Prof. Madhu Dandavate for the presentation of his maiden budget for a total expenditure of Rs. 94,535

crores. I want to say a few words about this budget. I do not find any difference between the previous Government's budget and the new National Front Government's budget. Prof. Madhu Dandavate is a socialist and also a humanitarian but he has also succumbed to the bureaucrats and because of that he has levied new taxes to the tune of Rs. 1,789 crores. Also, in his budget, he has shown the revenue receipts as Rs. 57,938 crores and the revenue expenditure as Rs. 70,570 crores. Therefore, the total deficit comes to Rs. 13,032 crores. But because of the income from the capital account- that is what he expects- the overall deficit will be Rs. 7206 crores. How he will generate the income is explained in the graph. The graph shows that internal borrowings will be to the tune of twenty-three per cent. Because of this kind of borrowing more from the internal sources and also because of indirect taxes, definitely the economy will go to inflationary condition. I want to request him to be very careful to see that our economy does not go to the debt trap. That is very important.

In spite of the bureaucrats' pressure, as a humanitarian he has given many reliefs. I appreciate him, I congratulate him and I thank him for that especially, he has given complete exemption from excise duty for molasses used in manufacture of cattle feed and concession of import duty of forty per cent in respect of certain items required in cattle breeding and dairying. I am very grateful to him that he has given relief on certain finished formulations containing Rifampicin, an anti-T.B. drug. These have been exempted from excise duty because T.B. is common to the poor people. They are more accustomed to it. I have come across many poor patients who are not able to buy the medicines. Therefore, when he has shown consideration to them, really I have to appreciate him. But, at the same time, I cannot accept his budget when he has levied more taxes. For example, petrol will cost Rs. 1.25 more per liter and also HSD 54 paise more per litre. We can even forget this petrol hike but the increase in the price of diesel will definitely create lot of inflationary condition. The poor man has to go from one place to

[Dr. Thambi Durai]

another. His mode of journey from one place to another is by buses. Supposing let him not travel due to hike in diesel price. But if he wants to communicate through letters, even then he is not spared because except the post card, there is hike in charges in the case of inland letters, etc.

PROF. MADHU DANDAVATE: He could be brief in the post card.

DR. THAMBI DURAI: The poor lovers cannot be brief and they have to use the inland letters because they cannot write in open post cards.

PROF. MADHU DANDAVATE: Formerly he has never referred to marriages. Only for the last two years, there has been a change in him.

DR. THAMBI DURAI: Because Professors are like that. Now, Sir, regarding relief to the poor farmers and also weavers, he has mentioned debt relief to the tune of Rs. 10,000. The hon. Finance Minister has allotted Rs. 1000 crores for this purpose. But according to my calculation, it may go up to the tune of Rs. 14,000 crores. He has also mentioned about the wilful defaulters who cannot be given any concession. Nowadays it is very difficult to measure or find out the wilful defaulters because when you are imposing this kind of condition, naturally corruption will creep in. You have to be very careful in that.

Another point I want to mention here is regarding the allocation of money for the agricultural sector. You have stated that the Congress Government had allotted 44% of the total budget and you have now increased it to 40%. But, Sir, it is a continuous process. I cannot accept that you alone have made increased allocation for agriculture. The Congress Government had also increased the allocation step by step for the agricultural sector. But I want to know how are you going to spend the money because you have not mentioned anything about the cooperative sector. That is the most important sector

which is the only solution for the economic development in the rural areas. You cannot allocate the money and spend it through so many welfare programmes. You know what has happened to the RLEGP Programme and Nehru Rozgar Yojana? Whatever money allocated for these programmes, has not reached the beneficiaries and the common man. That is the complaint made by the hon. Members in this House. There is a lot of pilferage. In this connection, I would like to suggest that there are other sectors which will have to be developed under cooperative sector. For example, there is Operation Flood, that is, dairy development. The credit goes to Prof. Kurien for developing the dairy sector in the country. Likewise, so many other schemes can be introduced, for example, vegetables and fruits can be produced under cooperative sector. At present, the farmers are facing marketing difficulty for selling their vegetables and fruits. People engaged in the production of more milk are successful because there is no difficulty in marketing their products. They can bring milk to the chilling centres and it can be preserved and later on the milk is sent to various parts of the country and, therefore, there is marketing facility available for them. In the same way, if you concentrate on the development of these sectors, that is, more production and marketing of vegetables and fruits under cooperative sector the farmers will be benefited and their conditions can be improved. They are ready to produce more vegetables and fruits. The problem is marketing of their products. They need not be taught about the use of fertilisers and farming. But only modern methods how to control pesticides etc. Should be taught. So, Sir, by giving loans to these people, you can not only help these people but you will improve their lot. In the same way, you have said that the youth of the country will be tried in all the district centres.

MR. DEPUTY-SPEAKER: I think the time for continuing the House may be extended. It is now 9 O' clock.

SOME HON. MEMBERS: Yes, yes, you can extend the time.

MR. DEPUTY-SPEAKER: You may continue Mr. Thambi Durai.

MR. DEPUTY-SPEAKER: I am saying the same thing.

AN HON. MEMBER: Half-an -hour extension can be given.

(Interruptions)

DR. THAMBI DURAI: Sir, you have mentioned the comprehensive vocational training project. It is a good suggestion. But after finishing the training programme, where will they get employment? That is why I am suggesting that when you are starting the industries you give more concentration on this kind of agro-based industry, that too also cooperative sector. That is more important. Whatever the money you are giving, that can be properly utilised there. After getting the training, the youth will be employed in those industries. Otherwise whatever you are spending on the rural sector, it will go waste. That is why I am requesting you to please consider this kind of employment programme which will be connected to the training programme also. You give some kind of training. But after finishing the training, they won't get employment. They only come to us and ask us to get employment opportunities. Therefore, I request you to consider this.

The other thing is, the allocation which you made for the State Governments is very meagre. Now, we are coming across so many problems in Punjab, Jammu and Kashmir and Assam. Why we are coming across so many problems there is that when you are neglecting the States and the people of the States definitely there is suspicion about the centre. For example, you are spending crores and crores of rupees for developing Hindi language. Are you giving any importance to the other languages like Punjab or Tamil or Oriya or Bengali? How much money you are spending for those languages? *(Interruptions)*. Therefore, you have to think of other languages also. When you spend more money for this kind of promoting languages, definitely unity will come.

Also you are spending lot of money for the backward areas. You are also adopting a criterion when you are allocating money for the backward regions. When you are allocating like that, it is okay. But have you analysed whether the State is fully utilising that money for the development projects? If you go on allocating money like that neglecting some States, definitely you cannot find here proper growth in the economic sphere. Therefore, I request you that the allocation must be more to the State Governments because when you are thinking about decentralisation which is a more important factor, by way of decentralisation only we can see the real development of the country. If we go on concentrating more power in the centre, we cannot properly implement the programme. That is why we are suffering a lot. Therefore, I once again request you to please allocate more money to the States, which is a very essential thing.

The last point I want to make is regarding the income tax exemption. You have raised the limit to Rs. 22000. It is not sufficient. For example, you have served as a teacher, I have also served as a teacher. Nowadays what is the salary of lecturers? They are getting the minimum of Rs. 4000/- of UGC scale. With that money it is difficult to maintain the family also. If you make the calculation, it comes to nearly Rs. 48,000/- per annum. At least you should consider this kind of income-tax exemption which you have to give to the salaried people because the other people, you know, how they are adjusting, how they are managing, I mean the business people. But the poor people are employees, lecturers and so on. Since you served as a lecturer, I request you once again to consider raising the ceiling from Rs. 22000 to at least Rs. 40000. Please be sympathetic to the employees. That will be proper.

THE MINISTER OF FINANCE (PROF. MADHU DANDAVATE): As a Professor, how much were you saving per year including Provident Fund? So, you have no.... *(Interruptions)*

DR. THAMBI DURAI: That is not sufficient whatever you say. If you raise the ceiling, it will be better. (*Interruptions*)

Another thing is, regarding VCR or VCP, he said they are luxury goods. They may be luxury goods for some, but may not be for others. Nowadays they have also become essential goods and the middle class people will be affected more. Do you know how the rich people are getting VCRs and TV sets? Nowadays you are going to produce more of VCRs and other things. I can understand that the market would also be ample for that. But, who are going to buy it? Only the middle class people will buy it. Whatever increase you make it will not affect the rich people because they are having their own VCRs and they are bringing from abroad also. It will affect only the middle class people. Every-

body knows that the home market is only for the middle class people. This is the only entertainment which these people are having. So, I request the hon. Minister to reduce the price of VCRs and VCPs. Further, I request him to reduce the postal rates, diesel price and also to fix the income tax exemption limit at Rs. 40,000/- instead of Rs. 22,000/

MR. DEPUTY-SPEAKER: The House stands adjourned to re-assemble tomorrow at 11.00 a.m.

21.07 hrs.

*The Lok Sabha then adjourned till Eleven
of the Clock on Wednesday, March 28,
1990/ Chaitra 7, 1912 (Saka)*